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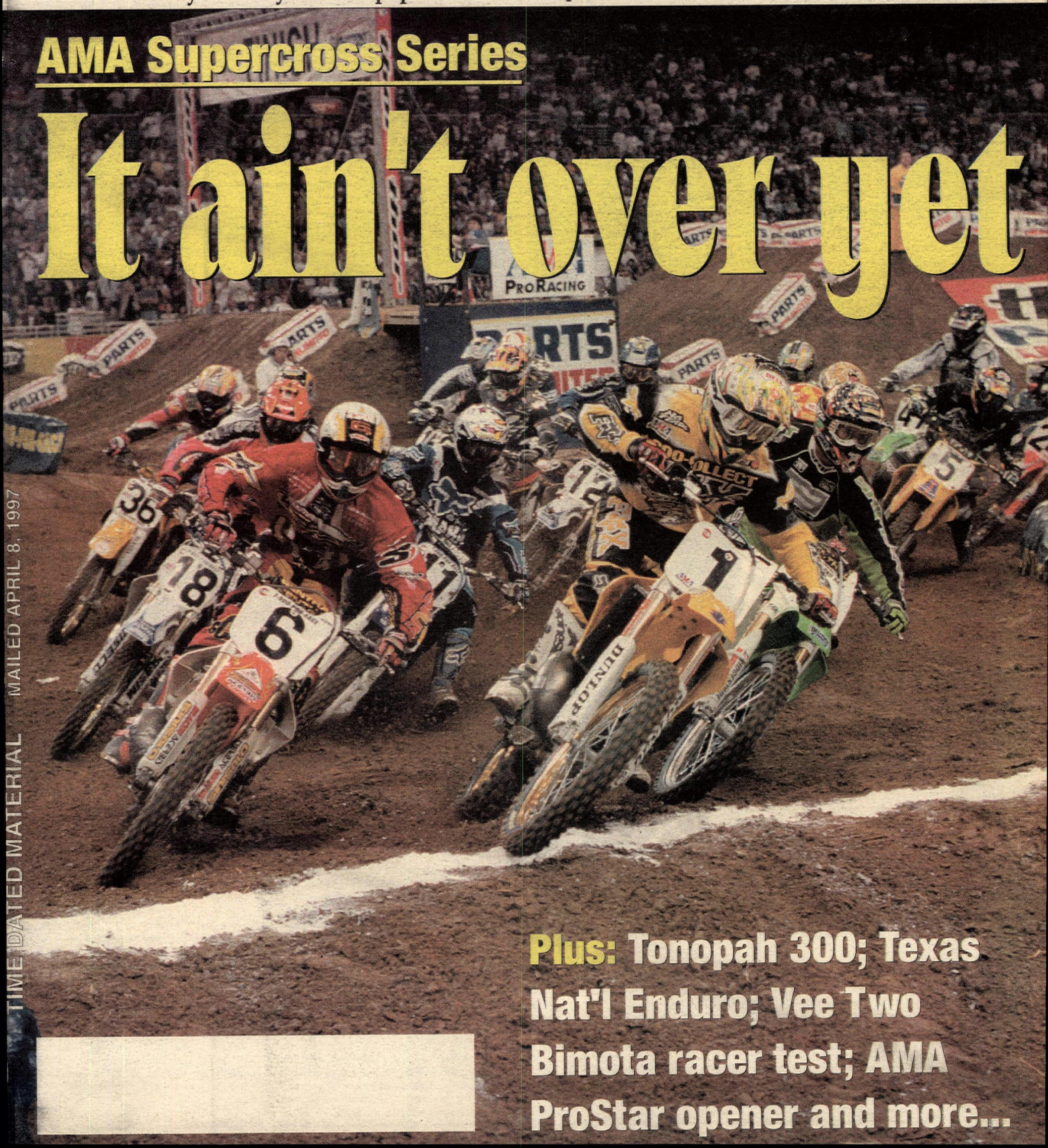

AMA Supercross Series

It ain't over yet

Plus: Tonopah 300; Texas Nat'l Enduro; Vee Two Bimota racer test; AMA ProStar opener and more...

TIME DATED MATERIAL MAILED APRIL 8, 1997

Brit **Doug Lampkin** (Bet) won the first round of the World Observed Trials Championship in St. Fruitos d. Bages, Spain, on April 5-6, the first of the new two-day trial format. Lampkin won on day one with a score of 37, topping defending World Champion **Marc Colomer** (Mon) by 10 points. Multi-time World Champion **Jordi Tarres** (G-G) finished third. The second day of the trial was won by Japan's **Kenichi Kuroyama** (Bet) by just a single point over Colomer. Lampkin, meanwhile, was third on the second day with David Cobos (G-G) fourth and Gabriel Reyes (Mon) fifth. Lampkin leads the championship point standings with 35 points, one clear of Colomer. Kuroyama is third with 27 points.

British expatriate and reigning World Enduro Champion **Paul Edmondson** (Suz) came out on top of a heated battle with **Scott Plessinger** (KTM) at the combined Grand National Cross Country (round four)/National Hare Scrambles (round three) race at Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee, on April 6. **Scott Summers** (Hon), **Steve Hatch** (Suz) and **Rodney Smith** (Suz) filled the top five.

Former National Enduro Champion **Kevin Hines** (CRE) topped the 140-mile Tecate Enduro in Tecate, Mexico, on April 5, with a score of 27 points. **Ty Davis** (Kaw) was second with 27, losing to Hines on a tie breaker by .01 of a second, 125cc-mounted **Jimmy Lewis** (TM) placed third with 33, Team Green's **Larry Roeseler** (Kaw) finished fourth with 35 and Northern California's **David Wood** (Hon) finished fifth with 41.

Team Yamaha's **Justin Buckelew** won big at the 26th annual NMA World Mini GP at Las Vegas Speedway in Las Vegas, Nevada, on April 3-6. Buckelew took the overall in three classes, topping 80cc Stock and Modified 14- to 16-year-old, as well as the Supermini class. Other class winners included **Shae Bentley** (Yam) in 125cc Stock Pro, **Danny Smith** (Yam) in 125cc Modified Pro, **Rusty Holland** (Kaw) in 250cc Stock Pro and **Chris Wheeler** (Suz) in 250cc Mod Pro.

Troy Bayliss (Suz) won both legs in the Shell Australian Superbike Championship in Baskerville, Tasmania, on April 6. **Martin Craggill** (Kaw) finished second in both races with Damon Buckmaster (Kaw) and Shawn Giles (Hon) splitting third-place finishes. The race was marred by an accident that left privateer David Emmerson with head and spinal injuries, reports *Cycle News* contributor Darry Flack.

Lucky Strike Suzuki's **Anthony Gobert** will make his 500cc Grand Prix debut on April 14 in Malaysia, despite rebreaking his right collarbone and being knocked unconscious at Shah Alam two weeks ago during a private test. Although Gobert has vowed to get through the three days of practice and racing at Shah Alam, Suzuki factory rider Katsuaki Fujiwara is on standby if the Australian should be forced to withdraw. Peter Goddard, the team's nominated reserve rider, is already committed to racing in the 24 Hours of Le Mans on April 12-13.

Legislation that would create New York state's first-ever self-funded **motorcycle safety program** has passed that state's Senate and is now off to the Assembly for consideration, according to the AMA. The bill, SB-2496, sponsored by state Senator Owen H. Johnson (R-Suffolk), would establish a protected fund to be financed by a $3.50 surcharge on motorcycle registrations and endorsements. The fund would be used exclusively for rider education activities throughout the state. The bill also would exempt graduates of the program from having to take the state department of motor vehicles road test to obtain a motorcycle endorsement. Currently, New York is only one of six states that does not adminster a self-funded motorcycle safety program to educate motorcyclists. "This is a very big victory for New York motorcyclists and Senator Johnson deserves a lot of credit for his untiring efforts to promote motorcycle safety in his state," said Sean Maher, AMA legislative affairs specialist.

The AMA and others in the motorcyclists rights movement are optimistic about a preliminary federal rule that would curtail **health insurance discrimination** against motorcyclists. The interim rule, to be issued April 8 and currently being finalized by officials in the Departments of Health and Human Resources, Labor and the Treasury, is another step toward the final implementation of the Health Insurance Portability and Accountability Act of 1996. Portions of the act prohibit employers from denying health care coverage to employees who are injured while riding motorcycles. While some of the language in the interim rule indicates that federal regulators do not intend to allow employers to arbitraily reduce health care benefits of certain classes of individuals like motorcyclists, there are other portions of the regulation where officials are still seeking public comment before drafting their final rule.

Six-time World Champion **Jim Redman** will ride Team Obsolete's Honda Six as part of the Team Obsolete vintage exhibition during the Toyota Challenge of Laguna Seca, round three of the AMA Superbike Series, in Monterey, California, on April 19-20. In addition, David Aldana will ride the team's MV Agusta and Yvon Duhamel will be aboard a Benelli 350 four. Don Vesco and Dave Roper will also take part in the exhibition, riding an MV Agusta and an AJS 7R3, respectively.

The **AMA Women and Motorcycling National Conference**, scheduled for July 13-15 in Westerville, Ohio, has gained a new corporate sponsor - Progressive Motorcycle Insurance. "Our sponsorship of the Women and Motorcycling National Conference is a natural outreach of other events we sponsor to promote the sport," said Jim Lloyd, Progressive's general manager for motorcycle products. "We're proud to say that we insure a great many women motorcyclists and look forward to seeing more women enter the sport."

Factory Yamaha road racer **Tom Kipp** has switched leather companies, effective for the third round of the series at Laguna Seca Raceway in Monterey, California, on April 20. Kipp will now be fitted in Bell2 safety gear, joining contracted riders Doug Toland, Roland Sands, Chris Rogers, Tray Batey, Josh Hayes, Reuben Frankenfield, Chris Ulrich and La Vaughn Montgomery.

The Wax Shop has announced that it will again host the **Wax Shop Pro Bike Dash**, a special race featuring the top eight Pro Stock motorcycle riders in the NHRA Winston drag racing series, at the NHRA U.S. Nationals in Indianapolis, Indiana, on August 30. The race will pay a $25,000 purse and will be televised live on TNN, according to Wax Shop.

DESMO of Indiana, a motorcycle club serving Northern Indiana riders, will conduct a road rally on May 4, a checkpoint to checkpoint rally covering roughly 120 miles. The rally will begin in the parking lot of Action Motor Sports in Lafayette at 1 p.m. For more information, call 765/423-1001.

Donald O. Woods, 60, a former editor of Dixie *Cycle News* and The Island Navigator, died on March 9. A 19-year resident of the Florida Keys, Woods also served as director of professional competition for the AMA and was working on several novels at the time of his death. Woods is survived by his wife, Fran, and son, Tazio.

Summit Point Raceway in Summit Point, West Virginia, will host three motorcycle tune and test days for road racers in 1997, beginning on Thursday, May 1, prior to the AHRMA National. The second day will be held on July 31, prior to the WERA National Endurance event, and the third test day is scheduled for August 20. Preregistration is recommended. For more information, call Roger Lyle at 301/933-2599.

In an effort to consolidate its business position and to concentrate on the production of the new **Vee Two** Squalo street bike, Vee Two has announced its withdrawal from road racing in the U.S. The Australian motorcycle components manufacturer was scheduled to chase the AHRMA Battle of the Twins F-1 and Sound of Thunder titles with **Lee White**, but a number of disasters during Bike Week at Daytona forced the team to return to Australia. "The DB2 cannot be made ready in time for Les (White) to realistically campaign to retain the number-one plate," Vee Two owner Brook Henry said. "Les is an excellent rider, and rather than put him on a different bike that wouldn't be as competitive as the Bimota, we decided to withdraw from racing in the States this year. I've enjoyed teaming up with Les and his organization and I hope to do so again in the future." White will now focus his attention on the NASB Series, riding a Ducati 748, and will make his debut on May 29-June 1 at Mosport Park in Toronto, Canada.

According to a press release from Harley-Davidson, it has joined a multi-industry coalition urging the U.S. Supreme Court to lift the ban on allowing a manufacturer to set maximum retail prices for its products. The **Coalition for Fair Consumer Pricing**, composed of several dozen companies including Harley-Davidson, General Motors Corp. and Eastman Kodak, filed a brief on April 3 asking the Supreme Court to reconsider its stance on setting maximum retail price limits. The Supreme Court's interpretation of federal antitrust laws currently prohibits this pricing practice. "Harley-Davidson is taking part in this coalition because we have heard the pleas of our riders concerning dealers charging more than manufacturer's suggested retail prices," said Jeff Bleustein, president and Chief Operating Officer of the Harley-Davidson Motor Company. "We feel the long-term success of our dealers and the Motor Company is based on the relationships we build with those riders, and that's why we support fair-pricing policies."

The don't forget deparment: The World Championship Road Race Series opens on April 13 with the first round of the series taking place in Shah Alam, Malaysia. For those of you who get Speedvision, the race will be shown on April 13 at **2 p.m. Eastern and 11 a.m Pacific**. The race will feature an announcing crew of Dennis Noyes and four-time 500cc World Championship runnerup **Randy Mamola**.

Can the **Ducati streak** be broken? For the past two years, Ducati has swept all four races in the World Superbike Series events held at the Misano Adriatico circuit in Italy with Carl Fogarty and Pier-Francesco Chili splitting wins in 1995 and John Kocinski winning both races in 1996. The San Marino round at Misano is next on the World Superbike calendar, scheduled for April 20.

GFI will begin holding Wednesday practice days at **Perris Raceway** in Per-

Yamaha's four-stroke wins Italian GP

Andrea Bartolini gave Yamaha's four-stroke YZM400F a win in only its second-ever Grand Prix as the Italian posted a 1-2 tally in winning the Italian 500cc Grand Prix , held in Castiglione dal Lago, Italy, on April 6.

In addition to making history with Yamaha's new bike, Bartolini also put himself in the record books by becoming only the fourth rider in the history of the sport to win Grands Prix in all three classes - 125, 250 and 500cc. In doing so, Bartolini joins Eric Geboers, Trampas Parker and Kees van der Ven as the only riders to win in all three divisions.

"This win has given me the most satisfaction," a jubilant Bartolini said after the race. "To win, and so quickly, on a bike in which I have been involved in the development, is particularly sweet. And in front of my home crowd."

Defending World Champion Shayne King and new points leader Joel Smets also had cause for delight. King managed to beat Bartolini in the second moto with Smets going to the top of the championship points tally via his 2-3 score - all on his 28th birthday.

"And it's the first race for a long time that I didn't crash in either moto," Smets said.

Vertemati-mounted Trampas Parker, the lone American in the series, ended the day with a 7-5 tally from the two motos.

Smets leads the World Championship point standings over King, 54-49. Bartoloni is third with 45 points.

ris, California, beginning on May 7. The sessions will run from 3 to 8 p.m. For more information, call 909/653-4042.

The **FIM** has announced a new TV deal for the **World Speedway Grands Prix**, having signed a four-year contract with the Danish company Nordisk Film. The contract, which runs from 1997 to 2000, includes coverage of at least six rounds per season and is estimated to be worth approximately $2 million. The series will be broadcast on the British Sky TV, but no plans for the U.S. have been announced. The proclamation of "at least" six rounds indicates the possible expansion of the series to 10 rounds in the future. There have been suggestions of expansion to include countries such as Africa, America and Japan.

After nearly a 20-year absence from dirt track racing, **Dudley Perkins Harley-Davidson** will return to dirt track racing via its sponsorship of Loral Lake Racing's **Paul Bergstrom** in the 1997 AMA 883 National Championship Series. Team owners Al Bergstrom and Rod Lake have put together a package that will see Perkins H-D General Manager **Jim Belland** most noted for his tuning efforts with 1972 AMA Grand National Champion **Mark Brelsford**, handling the motor-building chores. Perkins Harley-Davidson has been involved in both dirt track and hill-climbing since the early 1900s, and the late Dud Perkins Sr. has been honored by the AMA with an award in his name, which is the highest recognition that can be given a member by the association.

Three-time World Champion and current team owner **Wayne Rainey** recently drove his specially prepared, hand-controlled go-kart around Laguna Seca Raceway in Monterey, California. Although Rainey was clocked at 160 mph over the crest that makes up the track's first turn, he says his new Dan Gurney-built seat needs seatbelts to keep his body in the proper position. Rainey is also considering adding a roll cage.

The top teams in the **World Superbike Championship** will test at the Misano Adriatico circuit in Italy on April 8-9 in preparation for the next round of the series there on April 20.

For the second successive year, Rob Muzzy's Kawasaki team was assisted by students and staff members of the **Motorcycle Mechanics Institute** during the Daytona 200. Six students and two members of the staff participated in qualifying and race activities, including garage setup and organization, jackman, pit crew, pit board and stop-board duties. "This is a very exciting opportunity for our students to work in a hands-on capacity with a world-class operation such as Muzzy," said Bernie Thompson, MMI director of education. "MMI students had the fantastic opportunity of putting their education to work and proving what they could do in a technically demanding, high-stress situation. We all appreciated the opportunity to be a part of Muzzy's on-site team."

The **American Supercamp**, a school designed to teach road racers the fundamentals of dirt track racing using Honda XR100s, will hold two, two-day schools at Maely's Hotshoe Ranch in Corona, California, on May 2-3 and 4-5, with guest instructors Chris Carr and Pascal Picotte. Following the California school, an American Supercamp will be held in Atlanta, Georgia on May 16-17 and May 18-19, with guest instructors Carr, Colin Edwards II and Aaron Yates. For more information on the schools, call Danny Walker at 970/669-4322.

For those of you who attended the Spring Classic Speedway at the Orange County (California) Fairgrounds recently, you already know that a new announcer has been hired. For those who didn't attend the Spring Classic, **Terry "Ike" Clanton** is the new announcer for the well-known Southern California facility. The regular season opener at Costa Mesa will be held on Saturday, April 12. "After 15 years of motorsports announcing, I'm very happy to finally get the opportunity to show my announcing talents on a weekly basis at Costa Mesa," Clanton said.

Glen Helen Raceway Park in San Bernardino, California, will feature some updates by the time the AMA 125/250cc National Motocross Championship round takes place at the facility on May 11. In addition to a new uphill section, Glen Helen will "introduce some brand-new tabletop jumps and an original high-flying jump that make this competition as exciting as ever," said Bud Feldkamp, president of Glen Helen Raceway. New spectator tunnels have also been added to provide fans with improved access to all sections of the track.

More than 100,000 motorcycle riders are expected to attend the **95th Anniversary Reunion** of the Harley-Davidson Motor Company in Milwaukee, Wisconsin, on June 13, 1998. At a press conference in Daytona Beach, Florida, on March 5, Harley announced that the festivities will take place at the Summerfest grounds in its hometown with most of the activities being fund-raisers for the Muscular Dystrophy Association. "We're not only celebrating 95 years of great American-made motorcycles, we're celebrating 18 years of support for a great cause - the Muscular Dystrophy Association," said Richard F. Teerlink, chairman and chief executive officer of Harley-Davidson, Inc. "With the help of our riders, we've raised more than $22 million for MDA. Our 90th anniversary reunion activities alone raised $1 million and we hope to repeat that next year with the 95th."

BORN: Blake Alan Baldwin to Chaparral Motorsport's sales manager Todd Baldwin and his wife Stacey on April 3 in San Bernardino, California.

BORN: Erika Kathryn Moscrop to Chaparral Motorsport's mail order manager Scott Moscrop and his wife Regina on April 3 in San Bernardino, California.

HIRED: Mike Mohacsi as a development engineer for FMF Racing Inc. Mohacsi formerly worked for Answer Products.

AUTOGRAPH SIGNING: At Honda, Suzuki North in Dallas, Texas, on April 25 from 6 to 7 p.m. Team Suzuki's motocross team is scheduled to appear. For more information, call 214/241-4623.

OPENED: Two-Stroke Racing's home page on the World Wide Web. The site can be found at the following address: http://www.tsrsoftware.com.

AUTOGRAPH SIGNING: At K&W Cycle in Utica, Michigan, on April 11 from 6:30 to 7:30 p.m. Team Yamaha's Ezra Lusk, John Dowd, Doug Henry and Kevin Windham are scheduled to appear. For more information, call 810/731-0290.

ACQUIRED: The BMW motorcycle line, by 30-year BMW automobile dealership Global Imports in Atlanta, Georgia. The expansion is expected to be completed by December. For more information, call 404/951-1118.

MOVED: N'Sayn Racing to 7741 Monee Manhatten Rd. Monee, IL 60449, 708/534-3051, (fax) 708/672-9947.

AUTOGRAPH SIGNING: At the Toyota Grand Prix of Long Beach on April 12 at 3 p.m. in the Troy Lee Designs Booth. Indy car drivers Jimmy Vasser, Paul Tracy and Greg Moore are scheduled to appear. For more information, call 909/371-5219.

HONORED: Three members of the Ridge Riders Motorcycle Club - Christopher Smith, Drew Smith and Eric Koeller - by a joint session of the New Jersey Legislature, Senate and Assembly, for bringing home medals and high honors in the 1996 ISDE in Finland.

CORRECTION: A caption in our Grand Prix statistics story (Issue #14, April 9) said that Randy Mamola twice finished runner-up in the 500cc World Championship. Mamola actually finished second four times - a feat that no one else has ever accomplished.

RESCHEDULED: The GFI California State Championship North-South Showdown, to April 27 at Perris Raceway in Perris, California. For more information, call 909/653-4042.

MOVED: South Bay Triumph to 2101 Pacific Coast Highway, Lomita, CA 90717, 310/784-7680, (fax) 310/784-7696.

OPENED: Hap Jones Distributing's home page on the World Wide Web. The site can be found at the following address: http://www.haphones.com.

BORN: Kody James Kesler, to dirt track racer Jim Kesler and his wife Angie in Huntington Beach, California, on March 27.

AUTOGRAPH SIGNING: At Iron Horse Motorcycles in Monroe, North Carolina, on April 17 from 6 to 7 p.m. Honda of Troy's Larry Ward is scheduled to appear. For more information, call 704/283-9467. CN

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EURO FILE
BY ALAN CATHCART

Another Triumph?

Triumph has a sporty new design for the Thunderbird family under development, due to be launched at the Paris Show in September - but factory sources insist it isn't tuned up in the way the Numero Tre Super Sport (see box) is.

Instead, the model, code-numbered T309 (also known inside the factory as the RD), uses the same 73-bhp version of the original 900cc three-cylinder engine as the T-Bird, fitted in the same Egli-type spine frame, but with flat-track-styling derived from the Trackmaster oval-speedway racers built to house the old Triumph Bonneville engine two decades or more ago.

The flat handlebars resemble the Numero Tre special's riding position, with a neat, stripped-down look to the seat and a smaller fuel tank to deliver a cobbier, sportier look than the more retro T-Bird or the Adventurer cruiser.

Word is that the T309 was actually ready for production in 1997, but that Triumph management pulled it back at the last moment in favor of trying to ride what was perceived as the street-fighter craze with the radically styled, stripped-down T509 Speed Triple, launched in tandem with the bike it was derived from, the bigger-bore T595 Daytona.

This might have seemed like a good idea at the time, except for three things: One, the streetfighter craze hasn't happened - yet, if at all. It's still an example of two-wheeled radical chic. Two, the T509's aggressive styling is a love-it-or-hate-it experience - and it could just be that it deters more people from buying an updated Speed Triple than it encourages to buy a streetfighter. And three, the T509 is being blitzed in the showrooms by the fabulous T595 Daytona, which overshadows it in every way.

In retrospect, it seems a smarter move would have been to launch the T309 (and perhaps call it an Ascot - after the famous half-mile Speedway near Los Angeles, where so many Triumph race victories were won) for this model year - especially to prop up the Adventurer, which hasn't exactly set the cash registers ringing - and to have held back the T509 Speed Triple until '98, to allow it to star on its own instead of being overshadowed by the new Daytona. Hey - maybe Mr. Bloor doesn't get it right every time, after all - just most of the time.

However, he just might if he says yes to the next major decision Triumph is now facing: whether to go head-to-head with the Japanese in another major street bike category, and try to match the sales success of the new Daytona by building a three- or four-cylinder 600cc supersport contender, using technology derived from the bigger bike.

Contrary to reports in the British press, no definite decision has yet been made regarding a 600cc supersport, say Triumph factory sources - but a concept bike has been built in mockup form by stylist John Mockett and his team, and Bloor and his executives are close to making a decision about whether to proceed with development.

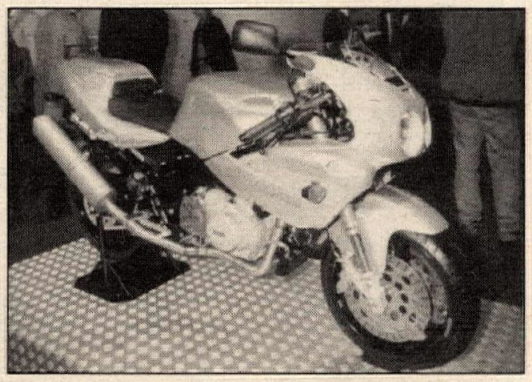
If it goes ahead, Triumph would plan to launch the bike in 1999 for the 2000 model year, in a form closely derived from the T595 Daytona, complete with Sagem EFI and tubular-alloy frame.

However, the choice of whether to go for a four-cylinder 600 like all the Japanese companies, or a 680cc triple notionally permitted under FIM supersport rules has also to be made. Triumph is reluctant to sacrifice its individuality by dropping its trademark three-cylinder format, but at the same time doesn't want to risk not being fully competitive performance-wise in a horsepower-driven class - and that means a target of 110 bhp to be competitive come 2000, without sacrificing ridability.

Another factor in favor of the four-cylinder route for the T600, as the project is code-numbered, is that the biggest supersport market in the world is the United States, where the AMA doesn't recognize the FIM-approved capacity breaks for twins and triples.

If Triumph wants to show off the performance of its supersport contender in U.S. racing, it would have to build a 600cc four. Chances are that, if the project goes ahead, that's what Triumph will opt for.

New Laverda production on line



Production of the Laverda 750cc parallel twin is ahead of schedule and should start sometime during April. A sport version is to be produced for use in supersport racing.

In Europe and the Supersport World Cup, at least, a 600cc Triumph would have to compete with the 750cc twins currently dominating the class thanks to Ducati - but now there's another Italian twin about to join the fold: Laverda.

Launched in prototype form at the IFMA Cologne Show last October, the Laverda 750 was announced as being scheduled to start production in September of this year - but that's turned out to be a typically canny trick by company boss Francesco Tognon.

"Too often in the past Italian manufacturers have announced a new model, then suffered an unacceptable delay before getting it into production," he says. "At Laverda, we prefer to surprise the customer by actually bringing the new model to the marketplace sooner than he expected us to."

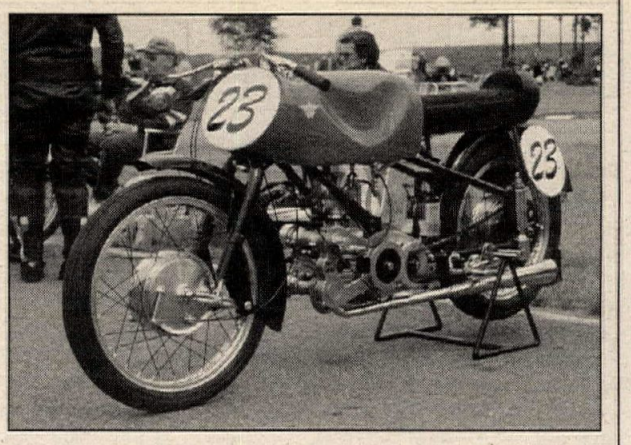
Hence the fact that the new liquid-cooled 750cc twin, 80 percent of the engine of which is all-new compared to the elderly air/oil-cooled 650 that powers Laverda's existing range, will enter production in April. Production will come in two forms, the 78-bhp base model which provides good torque and a wide spread of power for everyday riding, and the uprated, revvier S-version delivering 92 bhp at 9000 rpm, with a narrower powerband and rev limiter set at 9400 rpm.

A tuned version of this sport version will be entered in the Spa 24-hour and Bol d'Or 24-hour races this year by Laverda's Belgian importer - but in the meantime Laverda's development team headed by chief engineer Nicola Materazzi is working hard on a supersport sprint version of the bike to be ready for the 1998 season, with a target output of 115 bhp delivered by five-figure revs from the fuel-injected 180-degree parallel-twin engine.

This has a much stronger crankcase design than the existing 650cc motor, as well as being much lighter. For instance, the new 750cc cylinder head weighs seven pounds as a machined casting, compared to 21.1 for the 650 head!

Tognon says he's already very pleased with the performance of the 750S roadster, which in side-by-side tests has already shown it can outrun a Ducati 748.

Rumi to grow



Rumi has built a laydown twin before - pictured is a 1953 125cc DOHC twin - and it looks as though the company will build one again.

Imagine a twin-cylinder doubled-up Ducati Supermono (there's a contradiction in terms!), but with a fuel-injected DOHC eight-valve parallel-twin non-desmo motor, complete with laydown cylinder block, extractable gearbox, a meaty dry clutch on the right side and fat, 54mm throttle bodies for the Weber-Marelli EFI poking near-vertically upward into a sealed airbox behind the steering head of the tubular steel spaceframe chassis.

Trick - or what? No, it's not Yamaha's answer to the new Honda and Suzuki V-twin roadsters, but the latest in the seemingly endless succession of new Italian superbikes to make it into metal - the Rumi 1000 Bicilindrica.

Since I first revealed its existence back in October 1993, the progress of the Rumi Superbike project has faltered, for tragic reasons - but now it's back on line, and the first prototype has at last been completed, ready for testing.

As the man whose team took Honda and Fred Merkel to two successive World Superbike titles in 1988-89, Oscar Rumi is the best known today of the bike-mad Rumi family from Giacomo Agostini's home town of Bergamo, but it was his uncle Donino who created the Moto Rumi marque back in the 1950s as a sideline from the high-tech steel foundry empire that's the basis of the family fortune.

Its 125cc Formicino ('Little Ant') was a best-selling twin-cylinder two-stroke scooter long before the new Italjet Formula 125 was even thought of, but in 1962 Donino Rumi closed down the business for personal reasons, and for three decades there were no more Rumi motorcycles.

But in 1992 the late Donino's son Stefano and grandson Donino revived the Rumi name with a Jan Thiel-designed 125cc GP racer which, however, proved uncompetitive in the '93 GP season in the hands of Stefano Caracchi. Instead, encouraged by the Superbike success of his cousin Oscar's team, Stefano Rumi embarked on development of a 1000cc parallel-twin four-stroke engine, with which he planned to relaunch the Rumi name on the world stage.

Those plans were cruelly set back by the tragic death of son Donino in a car crash in 1995 - but primarily as a tribute to his memory, Stefano Rumi has kept the project alive, and development has recently accelerated. The Rumi marque is now on course to be relaunched at the Milan Show in September, with two new 1000cc four-stroke models: a fully-faired Superbike most probably to be named the Donino, which it's intended will be built in sufficient volume to qualify it for World Superbike racing in 1999, and a naked roadster likely to prove an upmarket, more exclusive rival to the Ducati 900 Monster.

Both these new bikes will use the same tubular steel spaceframe design, from which the compact engine is underslung to form a fully-stressed chassis member just as on the Ducati desmoquattro single, but with Segale/Yamaha TRX overtones in the form of rear engine plates milled from billets of aircraft alloy, in which the conventional (not single-sided) extruded aluminum swingarm pivots.

The laydown motor means the Rumi Superbike is likely to have the same nimble handling as a Ducati, with the reduced frontal area delivered by the cylinders being raised just 15 degrees from horizontal, offering improved top speed, as well as better handling over bumps thanks to the low center of gravity.

Unlike the cantilever rear end on the desmo single, though, there's a rising-rate linkage for the horizontal rear shock, which is similarly located over the six-speed gearbox; on the Rumi, this has a side-loading extractable gear cluster for quick ratio changes. Steering geometry is adjustable with conical inserts in the steering head.

In spite of the forward-facing cylinders, the Rumi twin has a contained wheelbase of 56.3 inches, thanks mainly to the very oversquare 997cc engine's dimensions of 102 x 61mm - same as rumored for the forthcoming Moto Guzzi Superbike currently also under development.

This means the Rumi is likely to be a revver, but sources within the company are tight-lipped about rpm and dyno figures (expect upward of 12,000 rpm with such a short stroke), as well as the crankshaft throw: It's not clear whether the engine is a 360-degree (two-up) parallel-twin, or a 180-degree (one-up, one-down), or perhaps even has the crank rephased to a 90-degree/270-degree layout as on the TRX Yamaha.

Either way, there are reportedly two gear-driven balance shafts to reduce vibration, while like the V-twin Harley VR1000 and Honda VTR1000 engines, the dry-sump Rumi parallel-twin motor has the cylinders cast in unit with the crankcase halves, for extra stiffness.

Drive to the eight-valve cylinder head's double overhead camshafts is by a train of gears (not belt or chain) up the left side of the engine. Apart from a solitary DOHC four-stroke conversion to a late-'50s Rumi 125cc twin that today appears in Swedish historic events, and the Honda-based Supermono twin-cam built by Oscar Rumi a couple of years ago, all Rumis that have so far taken to the tracks have been two-strokes.

The 1000cc Bicilindrica will be the first Rumi parallel-twin four-stroke - but looking at its specifications and likely performance, you can't help asking yourself if this isn't the motorcycle that Norton should be building today.

Rules were meant to get tighter

The official FIM Bulletin has now been published - a little late in the day! - confirming the revised rules for various Championship classes that were implemented after the Bangkok Congress last year.

It makes interesting reading - especially the small print regarding superbike and supersport rules. 1997 superbike regulations require the displacement capacities to remain as per the homologated engine capacity - increasing the bore size to within the class limit is no longer allowed. So if you have an engine that doesn't use chrome cylinder bores and you want to go to the next oversize piston, you can't - well, that's what it says by implication in the bulletin. Of course, this is aimed at stopping Ducati from progressively increasing the engine capacity of its twin toward the 1000cc limit, as they've been doing for the past 10 years, and is a classic case of shutting the stable door, since of course the 996cc SPS launched at the Cologne Show took care of this in advance - and bikes homologated before 1997 are specifically exempted from this restriction, anyway. You have to ask yourself - why bother?

More interesting are some other points. One: "The method of cam drive must remain as homologated, unless a complete kit is available through normal commercial channels." (Got that, Kawasaki - and Yamaha?)

Two: "The method of valve retention must remain as homologated." (No pneumatic retention devices are allowed, unless fitted to the homologated model.)

Sounds like the new Australian Hunwick Hallam V-twin has the lock on this technology for the foreseeable future, with its nitrogen chambers for the pneumatic valve gear integrated into the cylinder-head casting of its X1R Superbike.

Finally, "the only material not allowed for brake discs are carbon fiber or carbon composite materials."

This explains why Brembo is understood to be experimenting with metal matrix disc materials which, though extremely costly (the whole reason why carbon discs were banned from superbike racing), have a much lower unsprung weight and reduced gyroscopic effect on the steering, especially when combined with motorcycle versions of the ultra-lightweight beryllium calipers now being used in Formula One car racing.

In the supersport section, an interesting paragraph reads as follows: "As of 1-1-98, the power of supersport machines is controlled by a maximum diameter over a minimum length: An induction tract restriction will take place in the carburetor/throttle body. 600cc four-cylinder: maximum diameter of 36.5mm over a minimum length of 27mm. 750cc twin-cylinder: maximum diameter of 44mm over a minimum length of 33mm."

Did you know the FIM was imposing an intake restriction on the most popular race class in the world - even for those countries with a strict 600cc limit, where 750cc twins don't race? Well, you do now! CN

An Adventurer in his own right

Ever since he started selling the British bikes five years ago, Triumph's Italian importer Numero Tre's boss Carlo Talamo has taken a cue from the Harley-Davidson marque he also imports, and converted stock Triumph roadsters in Italy to offer a series of small-volume custom specials. Talamo isn't afraid to present his bikes as ideas the British factory should have thought of but didn't, and his latest two models are no exception.

Italian Triumph importer Carlo Talamo has his own ideas of what Triumphs should be. Shown is his restyled and re-engineered Thunderbird, built to a more supersport-type spec.

First up is the Numero Tre version of the slow-selling Adventurer, with what Talamo terms "just a few inexpensive modifications to get this bike more in line with modern tastes."

These include a low, flat BMW-type handlebar, a new aluminum speedo bracket holding just one gauge, front headlight brackets reversed to make the front fork look longer, and a two-tone paint treatment for that controversial rear fender to make it look less heavy.

Talamo is building 40 copies of the revamped Adventurer (or should that be *Avventura*?). Fax him in Italy at 39-2-9358-1922 if you'd like to know more about it.

The second Numero Tre special is more radical, but this time it's not for sale. "The Thunderbird Super Sport is just a styling exercise, but in my opinion, there's no bike in the market at present which has the right retro-look, heritage *and* interesting performance, like this one has," Talamo says. "It would be too expensive to modify a stock T-Bird into a Super Sport, but if produced at factory level, it could be a very interesting bike."

The extensive modifications include uprating the 900 triple motor to 80-bhp Tiger spec, with a six-speed gearbox instead of the stock T-Bird five-speeder. Trident 750cc pistons are fitted to increase compression, with Super III camshafts and ignition, and Speed Triple carb rubbers. On the chassis, the fork stanchions are Speed Triple outer tubes with T-Bird inners, with stiffer springs front and rear, 17-inch Marvic wheels, Brembo front disc and pads with a Daytona caliper, rearset footpegs and gear linkage, and a lower Tommaselli handlebar.

The Triumph parts-bin payoff comes in the performance, says Talamo.

"I love riding this bike, which is absolutely different than the stock Thunderbird and frankly a lot more fun. She's fast, precise-handling and very, very stable, as well as long-legged. It's a classic-style bike you like to cover good distances on. I know from being at the sharp end and talking to customers that there's a market for such a version of the Triumph naked-bike family - but the tough job is persuading the factory to think the same way." Or rather, perhaps, persuading Mr. Bloor...

Benelli's first step

With Rumi's revival nearing reality, another historic Italian marque has already taken the first steps back into business, with the launch of the first new range of scooters carrying the Benelli name to be produced after the Pesaro-based firm was acquired exactly a year ago by wealthy industrialist (and former supersport racer) Andrea Merloni, boss of the Gattalone Superbike team which this year will run a works Ducati for Pier-Francesco Chili in the World Superbike series.

Europe's huge scooter market was the impetus for Benelli's 491. Sales are likely to be strong for the aggressively styled scooter, thus infusing the company with cash to fund future motorcycle production.

As recently as three months ago, Merloni was talking about returning Benelli to the marketplace in the 1998 model year - but his development team headed by FIM World Superbike technical inspector Fabio Fazi has pulled off a minor miracle in bringing the range of three aggressively-styled, sporty Benelli 491 models powered by 50cc Minarelli crankcase-reed-valve two-stroke motors from ground zero to production-ready in less than 12 months.

Manufacture will begin later this month in the new, 32,000-plus-square-foot purpose-built Benelli factory in Pesaro employing 50 people in startup phase, with the intention of building 10,000 scooters this year, to be sold in Italy, France and Germany, with production gearing up to include a new 125cc OHC four-stroke range to be launched in 1998.

But in an exclusive interview Andrea Merloni has confirmed that his plans are to restart Benelli motorcycle manufacture early in the next century, provided that his aim to capture at least 5 percent of the million-plus European scooter market in the next few years - thus providing the cash flow to underpin motorcycle production - is attained.

He also confirms he plans to build a Benelli Superbike and go racing with it - but remains tight-lipped about the rumored three-cylinder 900cc engine reportedly under development.

However, confirmation of Merloni's future plans for Benelli comes with the identity of the latest recruit to head up his engineering team: Riccardo Rosa, the former Ferrari and Alfa Formula One race engineer who worked with Eddie Lawson and John Kocinski to turn the 500cc Cagiva into a GP-winning bike, then headed the Cagiva four-cylinder Superbike development program, before leaving to join Benelli last December.

Rosa surely doesn't plan to spend the rest of his professional career working on scooters: A full range of Benelli motorcycles powered by its own four-stroke engines must not be so very far away, given the resources of the privately owned Gruppo Merloni - Italy's largest white goods manufacturer - which now owns 55 percent of the Benelli company.

Why scooters first, not motorcycles? A look at the '96 sales charts for the Italian scooter and moped market explains why. Last year, no less than 528,000 scooters were sold in Italy, representing a massive 48 percent of an entire European scooter market of 1.1 million units.

Of the total of 586,000 mopeds and scooters sold in Italy during 1996, 173,000 were built by Piaggio, followed by Aprilia with 128,000 (now you know how they could afford to go GP racing in three different classes!), Malaguti with 74,000, MBK/Yamaha with 60,000 and Honda with 25,000.

The market stayed solid, with a 1500-unit increase over 1995, already a record year for sales. As more parking and traffic restrictions are enforced in European cities, the market is expected to grow still further, not only in Italy but especially in northern European countries like Scandinavia and Britain, where in spite of not having such favorable year-round climatic conditions for two-wheeled urban transport as Italy, the scooter has now made the breakthrough as a usable fashion object in terms of practical chic.

If and when this particular Euro-fashion ever spreads to America, Italian scooter manufacturers will all be able to afford to start building motorcycles.

Vdue you later, DB2 go

With a two-month delay in starting production of the Vdue 500 two-stroke, because of a holdup in supply of components from outside suppliers. Bimota has used the time to build a final batch of 100 DB2 sportbikes powered by carbureted 900SS Ducati engines. The DB2s will be finished in a grey and red paint scheme, and will be available from Bimota importers from April onward.

Bimota is producing a final run of 100 Ducati-powered DB2s. These will probably be the last Ducati-twin-powered Bimotas, since Ducati won't be selling its powerplants to outside manufacturers anymore.

Selling in Italy for around $13,600, each of the final series of the street version of the bike which won the 1996 BEARS World Series title will be individually numbered, and sold with a certificate stating it's the last of the more than 600 two-valve desmo Bimotas produced in both carbureted and fuel-injected form since the model was launched back in 1993.

With Ducati boss Massimo Bordi on record as saying that no more desmo V-twin engines will be supplied to outside companies (with the exception - for the time being - of Cagiva), this looks like the end of the line for Bimota's twin-cylinder range - until the new SB8, powered by the Suzuki TL1000 V-twin motor fitted with an alternative fuel injection package, is launched at the Milan Show in September and comes on line for the 1998 model year.

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VOICES
LETTERS TO THE EDITOR

Show me the money II

Mark Miller's letter (Issue #13, April 2) regarding the Harley-Davidson Twin Sports race at Willow Springs deserves a comment because it raises questions about two very important things in racing - fairness and money.

His phrase "ever-fluctuating dyno," regarding the NASB post-race inspection on the official NASB Dynojet dynamometer, is inaccurate and I'd like to offer a clarification for the rest of your readers.

The environmental variables are programmed into the computer and the Dynojet technicians make adjustments. The Dynojet enforcement policy has provided a system of accurate measurement that has been proven in 37 pro races since it was adopted by NASB last year.

The Buell Lightning Series, EBC Brakes Sport Bike, Harley-Davidson Twin Sport and Triumph Speed Triple Challenge (1996) have all been conducted with Dynojet enforcement since the beginning of last year. NASB is proud of its support by Dynojet and applauds the company's rock-solid reputation.

Mr. Miller questioned the appropriateness of NASB retaining the fine Eric Bostrom was charged in the Harley race. I don't question his right to wonder, but I would like to offer a point of reference.

NASB paid out $822,500 in purse and point fund in 1995 and 1996. For this year, there is over half a million dollars in guaranteed purse and point fund in NASB/F-USA racing. Rider fines, which go back into the general fund, offer a minuscule portion of that money. NASB has no guilt about how it raises rider money or how it pays it.

Patrick Murphy
NASB
Sacramento, CA

Long live Henny

I was thrilled to see a Chicanery column by Henny Ray Abrams again (Issue #13, April 2). I didn't think *Cycle News* would ever let him write another editorial.

Henny's Harley-Davidson racing commentary a few years ago was the funniest thing I have ever read, but I suppose it must have rubbed more than a few people the wrong way. I'm glad to know that I wasn't the only person in America yelling at the TV that Doug Chandler was racing for the 500cc World Championship, not mowing his lawn, watching TV or winning the World Superbike Championship.

Long live Henny Ray Abrams and his brutal sarcasm.

Scott Patten
Laguna Beach, CA

No cruisers

I eagerly await each and every issue of my beloved *Cycle News*. But upon opening my P.O. box and finding your April 2 issue it was, 'Oh, God, no. Not another cruiser issue.'

All I can say is: dirt bikes - yes; road racing - yes; but cruisers... no!

Don Munkres
Roseburg, OR

TV okay

Henny Ray Abrams' critique of the live coverage of the recent Daytona races was large, but in the end seemed very small. I watched the same race and thought that Nick (Ienatsch) and Mary (Marty Reid) did a fairly good job of commentary. Yes, I heard the words "world" something when it should have been "AMA" something and the obviously exaggerated 100 million something when it should have been two or seven or 14 or... Henny, you were obviously bothered by this one, and the Mary thing - you carried it for three-quarters of the article. I didn't hear Nick refer to Marty as Mary once, nor did Marty call himself Mary, yet you dwell on this "video typo" by some poor guy in the production truck as if Nick and Marty were somehow responsible.

I've been told that live commentary is one of the most difficult jobs to do, and do well. Making your comments complete and accurate while viewing the action, having all your facts for instant recall and being responsible for creating something interesting (when nothing is happening) is not for the faint-hearted. Come to think of it, I can't remember a shooting, riot, earthquake, flood, or other live action that didn't have reporters stammering, repeating themselves and making daffy statements.

Somehow I don't think that pointing out each other's slips and errors on air is part of Nick's and Marty's job description. Let's see, it would go: "You said world when it should be AMA. He didn't give the you're-number-one salute."

This is all pretty simple when you're sitting at your keyboard. Do you ever have difficulty in a social-conversation setting? Do you always have clear, insightful statements and never at a loss for a "fact"?

I'm pointing this out as news to you for if you had any live-commentary experience you wouldn't have written this piece the way you did, would you? Your hatchet job regarding Nick becomes more clear toward the end of your editorial piece about who was mentioned and who wasn't - and the Newport Beach fat-cats. It reads like sour grapes to me - did your toes get stepped on?

If I'm in error about your live-broadcast experience, past or present, please let me know. I'd be happy to critique your efforts. I'll use your basis.

Jim Granger
Reseda, CA

The King

As a loyal subscriber, I want to let you know that your website is a big plus to the enjoyment of your newspaper - thanks for your efforts.

On another subject, thanks for the extended coverage of Kenny Roberts and his new GP bike project (Issue #10, March 12). I have always been a fan of Mr. Roberts ever since his dirt track days. It is good to still see him stirring up the sport and working for its improvement. He is especially deserving of praise because he is willing to put his money where his mouth is. Good job to *Cycle News* for being willing to print a long business article about our sport. This is the kind of coverage that makes your publication unique.

Richard Winningstad
lemans3@teleport.com

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ON THE FRONT COVER

Jeremy McGrath used this holeshot to win his second Supercross of the season in St. Louis, Missouri. See page 8. Photo by Kinney Jones.

Lusk. Orlando.

First 250 SX win!

YZ250.

With this win, Yamaha becomes the first factory team to have every rider win a '97 SX event!

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McGrath smells blood

Team Suzuki/1-800-Collect's Jeremy McGrath used his first main-event holeshot of the year to win his second Supercross of the season and close to within six points of series points leader Jeff Emig.

By Cameron Coatney
Photos by Kinney Jones

ST. LOUIS, MO, APR. 5

When Supercross Series points leader Jeff Emig crashed and injured his thigh during practice on Friday, Team Nac Nac Enterprises/Suzuki of Troy/Fox's Jeremy McGrath smelled blood. Like a predator, McGrath sensed that his prey was weak and moved in for the kill, earning his second win of the season in the very same place where Emig was able to put a stop to the four-time defending champion's perfect season a year ago.

McGrath used his first main-event holeshot of the year to his full advantage, inching away for the victory in front of 44,012 fans after passing Emig for good on the first lap after the two went back and forth for several exciting, bar-to-bar corners. McGrath obviously pleased with his starts and overall performance as he continues to grow more familiar with his works Suzuki.

"I got two good starts tonight, which was great," McGrath explained while signing autographs. "My Suzuki's working great off the line. We're getting it dialed in and not testing so much new stuff. I got the holeshot in the main and had to dish out a little aggressiveness in the beginning because (Jeff) Emig doesn't let off. He doesn't give you any space so I just had to take what I wanted out there. I knew once I got out in front I could just go because I was riding smooth - and I knew Emig was hurt."

Team Kawasaki's Emig finished second, but McGrath's win inched him closer in the points race. The Canyon Lake, California, resident is just six points behind Emig, 220-214, with four races to go.

"I'm trying not to worry about the points battle, yet," McGrath explained. "I'm having a good time and trying to make sure I'm on every week. If I can get starts like that from here on out, I'll be stoked. I'm riding well, I've just got to get up front and run with Jeff."

Emig rode well considering the practice crash, an incident that had the defending AMA 250cc National Champion thinking he'd suffered a broken femur. The injury turned out to be a deep-thigh bruise, but Emig had more to worry about when he had to qualify out of a semi for the first time this year after an altercation with Team Manchester Honda Racing/AXO's Damon Bradshaw in the second heat. Still, Emig hung in there and finished second, despite having to repass Honda of Troy's Larry Ward for second.

"I was tight and in a lot of pain," Emig said after the race. "I wasn't really focused because my mind was preoccupied with the injury. Even though it was a second, I'm really happy that I stayed that close to McGrath since I wasn't completely on top of my game. Consequently, I knew that McGrath was going to be really aggressive since he knew I was hurt, yet we rode nice and fair. He rode good and took advantage of my injury, but I'm still satisfied. I'm ready to go. We've got four races to go and I couldn't be happier."

Team Yamaha's Ezra Lusk had to overcome his own set of problems and persevered to finish third, his third podium finish in as many weeks. Lusk overcame practice crashes and an average start in the main, moving himself into a distant third in the point standings.

"I went out in practice and crashed my brains out three times in a row," Lusk said. "I hurt my ribs, my wrist, but I still won my heat race. My heat win was 10 seconds slower than Jeremy's so we figured out where I needed to improve and I put it together in the main. I think I learned a cardinal rule in the main and that's never start to the right of Jeff Emig. We came in side by side, got pushed wide and everybody snuck underneath us. I made a mistake or two on the first lap and had to start all over again. I didn't really know where I was at, but Steve (Butler) kept letting me know that my lap times were better than or at least equal to Jeremy's. I didn't care where I was as long as I was passing people and moving up."

HoT's Ward got a top-five start, passed Emig for second on lap five, but eventually settled for fourth at the finish.

"I passed Emig and was running second," Ward explained. "There was a triple on the right side that kept getting really soft in the line I was taking. One time both of my pegs hit and I cased the triple and started slowing down. Emig got back by and then Ezra got me with just a few laps to go. I'm having a slight problem with arm pump, but I'm a lot better this weekend than I was last weekend. I have the speed and I was catching Jeremy (McGrath) and was within three seconds of him at the halfway mark. I can get over arm pump, but not everyone can get the speed."

Team Suzuki's Mike LaRocco had to go to a semi to qualify for the main and finished a respectable fifth in the feature after an average start.

"Pretty much, all of my starts sucked tonight," LaRocco said. "I made a lot of mistakes in the first part of the main and finally calmed down and started riding decent, but I still had to work my way back up after I ran into some people. It just wasn't a good night."

Bradshaw and Team Kawasaki's Ryan Hughes both worked up from midpack starts to finish sixth and seventh, respectively. Chaparral/Yamaha's Jimmy Button, still riding tentatively due to his shoulder injury from last week, finished eighth, ahead of his teammate Phil Lawrence and Team Suzuki's Greg Albertyn. Albertyn ran fourth for a while, until two small crashes sent him backward. It was rather surprising that he was riding at all, considering last week's crash in Orlando (see Briefly...).

The first 250cc heat race of the night was all McGrath. He got the holeshot and withstood some early pressure from Team Primal Impulse/Honda's Robbie Reynard before walking away for the win. Ward ran third behind Reynard, passing the Oklahoman in the whoops on lap three and finishing a comfortable second.

Albertyn had to work by a fast-starting Buddy Antunez and then Reynard before getting into third. Reynard, meanwhile, grabbed the final direct transfer to the main in fourth, in front of a charging LaRocco. Washougal MX/Tom Morgan

Racing's Ryan Huffman was sixth, followed by Antunez, Extreme/FMF's Cory Keeney and Pro Circuit/Answer's James Eickel.

Emig and Bradshaw went side-by-side into the first corner of the second 250cc heat, with Emig railing past Bradshaw for the lead. Bradshaw saw his opportunity for the lead go up in smoke in the very next corner when he tried a block pass on Emig that took them both to the ground, sending the duo to a semi.

"Bradshaw's notorious for this and that's the way that he races," Emig said. "He's just hurting himself. He's not even in the race as far as I'm concerned."

"I was just trying to pass Emig," explained Bradshaw. "He has done the same thing to me in the past - made real aggressive moves. The corner before that he made an aggressive move on me, and he left the door open so I tried to pass. Unfortunately, we both went down. The only way it could have been any better is if I would have stayed up and he went down. That's racing, as far as I'm concerned."

Lusk assumed the lead after the incident, took some heat from Team Chaparral/Yamaha's Lawrence for a few laps, but eventually rode to the win. Hughes got around Lawrence in the whoops and the two finished second and third, respectively. Button finished a solid fourth, making the final cut to the main event.

F&S Suzuki/Barr's Competition's Cliff Palmer rounded out the top five with Emig, SMP/Pro Circuit's Grayson Goodman, Kames Sport/Xtreme's Mike Katin Jr., Yamaha of Troy's Todd DeHopp and Streight's Motorsport's Jason Thomas closing out the top 10.

F&S Suzuki's Jeff Hedden holeshot the first 250cc semi with Antunez, Ryan Huffman, Keeney and LaRocco in tow. Ryan Huffmann snagged the lead on the second lap and went on to win in front of Antunez and LaRocco. Hedden hung in there and finished fourth, while Keeny finished fifth.

Eickel finished sixth, Smith/Xtreme's Anthony Pocorobba Jr. was seventh, Oehlhof ended up eighth and Team Greens Mike Jones got ninth - all going to the Last Chance Qualifier for another shot at the main.

Emig and Bradshaw went at it again in the second semi with Emig getting the nod into the first corner. Bradshaw hounded Emig for a few laps, and actually pulled alongside of the Kawasaki rider on the first lap in the whoops. But it was not to be.

Emig held off Bradshaw and the two finished one-two, as Goodman held his own to finish third. Palmer made the show by holding onto fourth and F&S Suzuki teammate Kevin Crine finished fifth. DeHoop, Thomas, Stillwater Suzuki's Kenny Bartram, East Side Suzuki's Josh DeMuth and Katin rounded out the top 10.

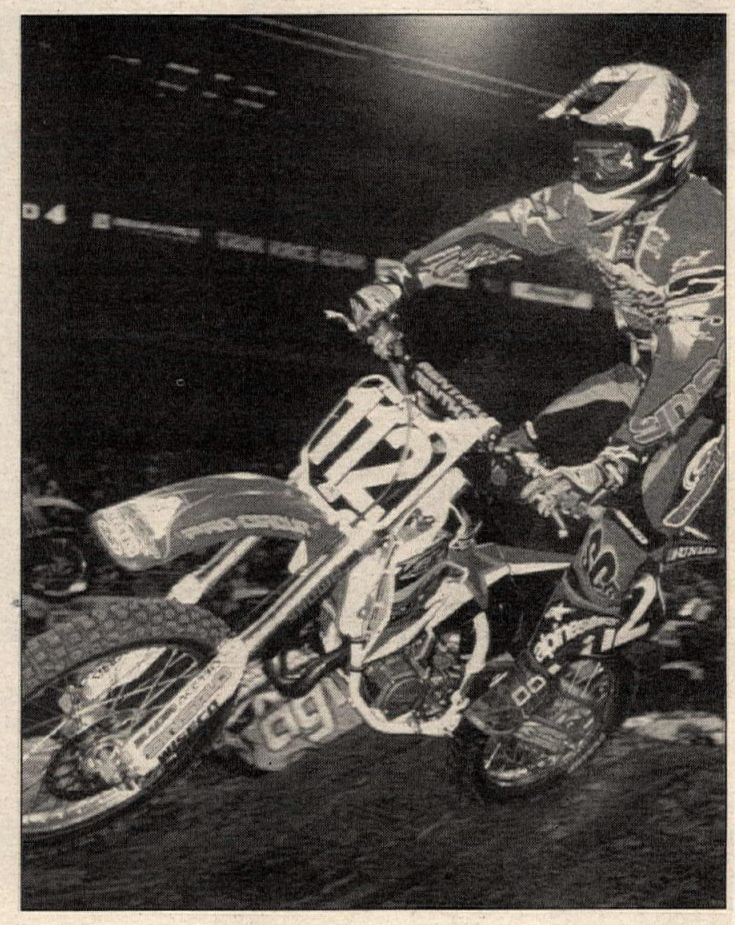
Katin and Jones jumped out in front at the start of the LCQ and finished first and second, respectively, earning the last two spots into the main. DeHoop hounded Jones for the final transfer spot, but to no avail.

McGrath snatched his first holeshot of the year in the main event with Emig and Ward all over his rear fender. Antunez, Button and Reynard were packed closely behind the lead trio.

Emig and McGrath went back and forth for a few corners, with Emig actually crossing the finish line on the first lap with the lead. McGrath saw his opportunity and struck soon after, taking Emig's line away with a block pass and jumping into the lead for good.

(Right) Team Kawasaki's Jeff Emig (3) leads McGrath (1) early in the main event. Emig finished second and still holds the points lead with 220, with just four rounds remaining in the series. (Below) Last week's first-time winner, Team Yamaha's Ezra Lusk, charged forward from a midpack start to finish on the podium again in third. Lusk has moved into a distant third in the point standings with 174.

(Below) French teenager, Team Honda of Troy's Stephane Roncada, won the first 125cc Supercross of his young career by outdueling last week's winner Ricky Carmichael.



McGrath slowly pulled away for his second win of the season, but the race behind him for second through fourth kept the crowd's interest.

Ward began to hound Emig for second and made the pass on lap six. Meanwhile Albertyn, Button and Lusk were packed tightly and battling for fourth, not far from the fleeing Emig. Albee got by Lusk for fourth on lap nine, but a crash dropped the South African to the back of the pack. Another crash shortly after in the whoops solidified his eventual 10th-place finish.

Ward began to fight arm pump and some botched lines, and Emig was soon vying for a pass back into second, trying to minimize his loss of championship points to McGrath. Emig made his move on lap 13 and started out after McGrath. But the only thing that changed was the cushion between himself and Ward.

While Emig's position became comfortable, Ward was beginning to feel some heat from Lusk. He surrendered the position for good two laps from the finish.

McGrath crossed the finish line with a five-second cushion on Emig, followed by Lusk and Ward. LaRocco finished fifth, holding off the charges of Bradshaw and Hughes, the pair working themselves through the pack from average starts. Button faded with a sore shoulder to finish eighth with Lawrence charging to ninth. Albertyn rounded out the top 10. CN

Trans World Dome
St. Louis, Missouri
Results: April 5, 1997 (Round 11 of 15)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Jeremy McGrath (Suz); 2. Larry Ward (Yam); 3. Greg Albertyn (Suz); 4. Robbie Reynard (Hon); 5. Mike LaRocco (Suz); 6. Ryan Huffman (Kaw); 7. Buddy Antunez (Hon); 8. Cory Kenney (Yam); 9. James Eickel (Yam); 10. Joseph Oehlhof (Kaw); 11. Mike Jones (Kaw); 12. Andy Bowyer (Kaw); 13. Anthony Pocorobba Jr. (Suz); 14. Brad Jerominski (Kaw); 15. James Chamberlain (Hon); 16. Ty Birdwell (Kaw); 17. Chad Rhine (Kaw); 18. Jeff Hedden (Suz); 19. Karter Busse (Suz); 20. Tommy Johansson (Suz).
Time: 7 min., 4.020 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Ezra Lusk (Yam); 2. Ryan Hughes (Kaw); 3. Phil Lawrence (Yam); 4. Jimmy Button (Yam); 5. Cliff Palmer (Suz); 6. Jeff Emig (Kaw); 7. Grayson Goodman (Yam); 8. Mike Katin Jr. (Yam); 9. Todd DeHoop (Suz); 10. Jason Thomas (Kaw); 11. Kevin Crine (Suz); 12. Josh Demuth (Suz); 13. Tim Pustalek (Suz); 14. William Wilson (Yam); 15. Martin Vaughn (Hon); 16. Kenny Bartram (Suz); 17. Damon Bradshaw (Hon); 18. James Evans (Kaw); 19. Matt Bateman (Suz); 20. Heath Voss (Hon).
Time: 7 min., 14.090 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Ryan Huffman (Kaw); 2. Buddy Antunez (Hon); 3. Mike LaRocco (Suz); 4. Jeff Hedden (Suz); 5. Cory Keeney (Yam); 6. James Eickel (Yam); 7. Anthony Pocorobba (Suz); 8. Joseph Oehlhof (Kaw); 9. Mike Jones (Kaw); 10. Brad Jerominski (Kaw); 11. Chad Rhine (Kaw); 12. Ty Birdwell (Kaw); 13. Andy Bowyer (Kaw); 14. James Chamberlain (Hon); 15. Karter Busse (Suz); 16. Tommy Johansson (Suz).
Time: 5 min., 24.220 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Jeff Emig (Kaw); 2. Damon Bradshaw (Hon); 3. Grayson Goodman (Yam); 4. Cliff Palmer (Suz); 5. Kevin Crine (Suz); 6. Todd DeHoop (Yam); 7. Jason Thomas (Kaw); 8. Kenny Bartram (Suz); 9. Josh Demuth (Suz); 10. Mike Katin Jr. (Yam); 11. Tim Pustalek (Suz); 12. William Wilson (Yam); 13. Matt Bateman (Suz); 14. Martin Vaughn (Hon); 15. James Evans (Kaw); 16. Heath Voss (Hon).
Time: 5 min., 21.220 sec.

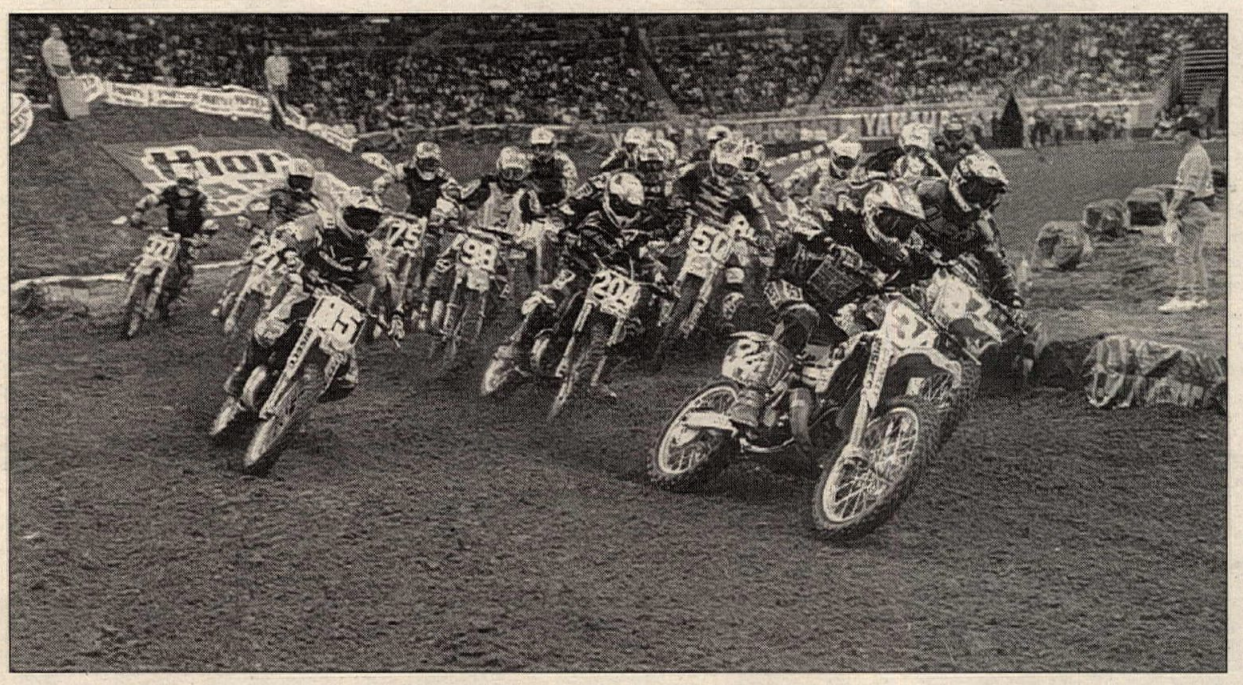
250 LCQ (4 laps, 1-2 transfer to main): 1. Mike Katin Jr. (Yam); 2. Mike Jones (Kaw); 3. Todd DeHoop (Yam); 4. Joseph Oehlhof (Kaw); 5. Jason Thomas (Kaw); 6. James Eickel (Yam); 7. Andy Bowyer (Kaw); 8. Anthony Pocorobba (Suz); 9. Kenny Bartram (Suz); 10. Brad Jerominski (Kaw); 11. William Wilson (Yam); 12. Matt Bateman (Suz); 13. Martin Vaughn (Hon); 14. Chad Rhine (Kaw); 15. Tim Pustalek (Suz); 16. James Chamberlain (Hon); 17. Ty Birdwell (Kaw); 18. Josh DeMuth (Suz); 19. James Evans (Kaw); 20. Karter Busse (Suz); 21. Heath Voss (Hon); 22. Tommy Johansson (Suz).
Time: 5 min., 42.890 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Suz); 2. Jeff Emig (Kaw); 3. Ezra Lusk (Yam); 4. Larry Ward (Hon); 5. Mike LaRocco (Suz); 6. Damon Bradshaw (Hon); 7. Ryan Hughes (Kaw); 8. Jimmy Button (Yam); 9. Phil Lawrence (Yam); 10. Greg Albertyn (Suz); 11. Ryan Huffman (Kaw); 12. Buddy Antunez (Hon); 13. Cliff Palmer (Suz); 14. Robbie Reynard (Hon); 15. Grayson Goodman (Yam); 16. Jeff Hedden (Suz); 17. Mike Katin Jr. (Yam); 18. Kevin Crine (Suz); 19. Mike Jones (Kaw); 20. Cory Keeney (Yam.
Time: 17 min., 57.910 sec.
Margin of victory: 5.006 sec.

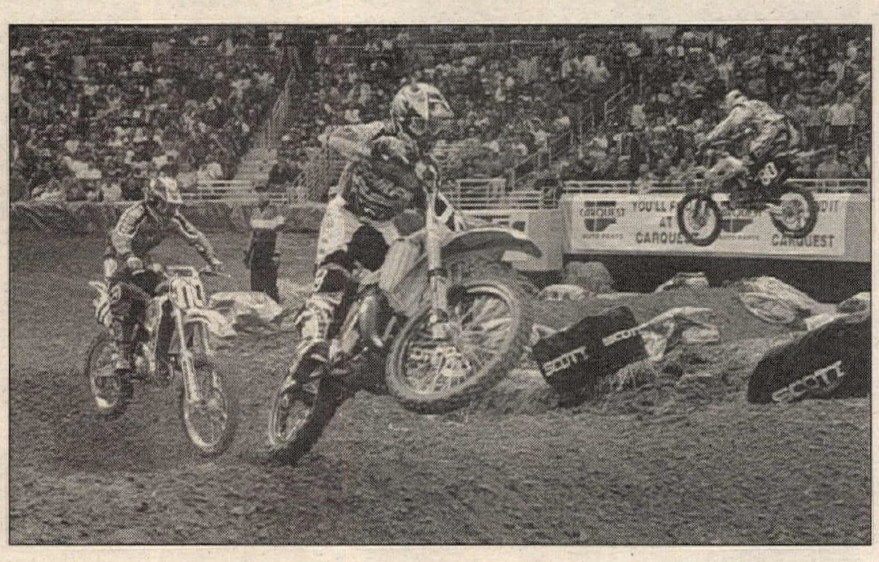
250 AMA SUPERCROSS SERIES POINT STANDINGS (After 11 of 15 rounds): 1. Jeff Emig (220/4 wins); 2. Jeremy McGrath (214/2); 3. Ezra Lusk (174/1); 4. Larry Ward (173); 5. Mike LaRocco (164); 6. Greg Albertyn (152); 7. Doug Henry (150/2); 8. Jimmy Button (116); 9. Damon Bradshaw (110); 10. Mike Craig (91); 11. (Tie) Ryan Hughes/Steve Lamson (81); 13. Damon Huffman (78/1); 14. Phil Lawrence (70); 15. Mikw Kiedrowski (66); 16. Brian Swink (58); 17. Ryan Huffman (54); 18. John Dowd (49); 19. Kyle Lewis (36); 20. Cliff Palmer (34).

KTM JR. SUPERCROSS CHALLENGE: 1. Branden Miller; 2. Aaron Gulley; 3. Travis Combs; 4. Phillip Scaglia; 5. Kyle Mermis; 6. Jonas Morgan; 7. Josh Bird-Ellis; 8. Zach Swim; 9. Derek Milkovich; 10. Chad Merriken; 11. Kurt Moore; 12. Adam Gulley.

Upcoming Rounds:
Round 12 - Pontiac, Michigan, April 12
Round 13 - Charlotte, North Carolina, April 19



(Left) Bromley Suzuki's Barry Carsten (34) holeshots the 125c feature with the rest of the pack in tow. (Below) Team Pro Circuit/SplitFire/Kawasaki's Ricky Carmichael (70) leads the second-place finisher, Team Yamaha's Greg Schnell, through the whoop section. Carmichael crashed himself out of contention while trying to pass Roncada for the lead.



(Left) Ohio's Brock Sellards made good use of an opportunity by taking his temporary Pro Circuit/SplitFire/Kawasaki ride to the best 125cc Supercross finish of his young career, a third.

AMA Eastern Regional 125cc Supercross Series
Round 5: Trans World Dome

Roncada goes deep

By Cameron Coatney
Photos by Kinney Jones

ST. LOUIS, MO, APR. 5

Team Honda of Troy's French import Stephane Roncada won his first-ever American 125cc Supercross when he outdueled fellow teen sensation Rick Carmichael and his Team Pro Circuit/SplitFire/Kawasaki. Roncada's ride and win was impressive, yet it was the ultra fast Carmichael's race to lose - and that he did.

Carmichael grabbed the lead early in the main and had four seconds on the field by the second lap. But he crashed on lap five and dropped to third. Then, the young Floridian raged forward and was already pressuring Roncada for the lead on lap seven when he got impatient and chose a line that sent him careening over a berm. Carmichael remounted in 11th and finished 10th, while Roncada went on to win over Team Chaparral/Yamaha's Greg Schnell.

"I was completely last off the start," a jubilant Roncada said. "There were a lot of crashes in front of me and I passed Ricky when he went down at the end of the starting line. Then I passed Greg Schnell. Ricky came back a little on me and he was right on my wheel. On the triple right before the corner, he almost killed me - he almost landed on me and I did not like it very much and I thought, 'He's kind of crazy - I have to do something.' He was on my outside and I just looked at him and I think I touched his front wheel and he went over the berm - if it wasn't going to be him, it'd be me. Then I tried to open up some distance between me and Schnell and I won. Anybody can win a race, but I'll only really be happy when I win a championship."

Carmichael was not around for comments, but his mechanic Chad Watts spoke about Carmichael's performance.

"His first mistake was in that first turn taking a different line where he could jump all three bumps and cased it and slid out and crashed," Watts said. "He regrouped pretty fast and caught Roncada and that's when his inexperience came into play. He has too much speed for his own good right now. He made a banzai jump to the right and passed Roncada, and Roncada's done it before - nothing against Roncada, he just took him wide on the berm. Roncada's done that to him before and Ricky needs to learn that if someone has done it before, they can do it again. He knows what he's done wrong and I guarantee that he's a second a lap faster than anyone else out there. This kid's never lost, he doesn't know how to lose and he doesn't want to lose. He's disappointed, but he'll regroup, go home, train and win next weekend."

Schnell started second in the main and finished there through all of the carnage ahead of him, earning his best finish of the year under somewhat ominous conditions.

"I really wanted to win here tonight, but I just didn't have the pace that Carmichael and Roncada were setting," Schnell said. "At this kind of track you can't push it like Carmichael was - I knew sooner or later he was going to make a mistake. It's been so long since I've been up front. It's easy to hang in 10th or 12th, but it's a different story when you run up front. It's been a year to the day that I crashed at this race last year and hurt my wrist. It's been a long eight months of working back to where I was and my wrist is still only about 90 percent. But I'm really happy with second place."

Team Green rider Brock Sellards was bumped up to the Pro Circuit/SplitFire/Kawasaki team for a few races and made excellent use of the opportunity by working steadily up to third place from his 10th-place start.

"I passed a lot of people out there tonight," Sellards commented. "I rode smart and stayed up, but I still feel like I could have done better if I was in a little bit better shape. You take advantage of opportunities when you can and this is my best finish ever. Thanks to Ron Heben and Mitch Payton for this opportunity and to my brother for always being there."

Moto XXX/O'Neal/HSKS of Ocala's Brian Deegan, a Western Regional 125cc rider, finished fourth, and Team Suzuki's Tim Ferry padded his points lead with another consistent top-five finish. Ferry now leads Roncada in the points standings, 104-88, even though Ferry has yet to win a race.

F&S Suzuki/UFO's Tony Lorusso holeshot the first 125cc heat as Carmichael, Team Green's Jeff Dement, Schnell and Sellards gave chase. Carmichael bobbled while passing Lorusso for the lead, giving temporary teammate Sellards his chance out front.

Carmichael passed Sellards in the whoops on lap two and was never headed. Sellards held second, followed by Schnell, Dement and Team Green's Paul Currie in fifth. Lorusso held on for sixth and Team Green's Robbie Horton, Great Lakes Airlines Heath Voss and Pro Action/BT Racing's James Evans made the final by making the top nine.

Holeshot artist Barry Carsten took his Bromley Suzuki RM to the front of the field in the second 125cc heat. Kawasaki of Mexico/Tecate's Erick Vallejo, Roncada and Deegan gave chase. Roncada had the lead by the middle of the first-lap shuffle and took the win going away.

Team Manchester Honda's Robbie Skaggs passed Deegan for second on lap four, while Team Honda's Scott Sheak and Ferry finished fourth and fifth, respectively. R&S Racing/American Suzuki's Ryan Clark took sixth, followed by Carsten, TMR/Arai's Doug Deehan and Team Green/F&S Kawasaki's Charles Dunaway. Two-class rider Hedden just missed the cut to the main in 10th.

Vallejo holeshot the 125cc Last Chance Qualifier and ran away with the win. Jim's Motorcycle Sales/FMF's Jim Neese finished second, Thomas took third and SCB/Xtreme's Trey Owens III went to the main with fourth.

Carsten picked up the $500 holeshot award in the 125cc main. The Bayville, New Jersey, privateer led Carmichael, Roncada, Schnell and Deehan into the first corner. Ferry was way back in 15th and had his work cut out for him.

Sheak and Thomas went down in a pile together at the end of lap one; Thomas would retire and Sheak could do no better than 19th by the finish.

Carmichael began to stretch out his lead immediately and had a five-second lead on Schnell but crashed in the first corner on lap five, handing the lead to Schnell. Schnell's lead was short-lived as Roncada saw his opportunity and went around him for the lead as Carmichael remounted in third.

Carmichael passed Schnell within a lap and was making up time on Roncada, who was having to double one of the track's triple jumps due to his bad line choice in the section. Carmichael was visibly the fastest rider on the track and became impatient while trying to pass Roncada.

On lap seven, Roncada doubled the triple jump near the finish line and Carmichael had the speed to triple it, almost landing on the young Frenchman. Roncada sensed his presence in the next corner and took Carmichael wide,

sending him over the berm and into a heap on the cement floor of the stadium. Another costly mistake while trying to get back onto the track put Carmichael back in 11th.

Schnell and Sellards assumed the second and third positions, respectively, in the carnage and raced toward Roncada. The laps dwindled and Roncada held off the duo for the win with a five-second cushion. Schnell and Sellards came next, and Deegan held on to fourth at the finish. Ferry kept his head down and charged to fifth ahead of Deehan in sixth. Skaggs, Currie, Dement and Carmichael closed out the top 10. CN

Trans World Dome
St. Louis, Missouri
Results: April 5, 1997 (Round 5 of 7)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Ricky Carmichael (Kaw); 2. Brock Sellards (Kaw); 3. Greg Schnell (Yam); 4. Jeff Dement (Kaw); 5. Paul Currie (Kaw); 6. Tony Lorusso (Suz); 7. Robbie Horton (Kaw); 8. Heath Voss (Hon); 9. James Evans (Kaw); 10. Trey Owens III (Kaw); 11. Jason Thomas (Kaw); 12. Caleb Leath (Yam); 13. Kris Rourke (Hon); 14. Karter Busse (Suz); 15. Devin Banks (Kaw); 16. Brad Jerominski (Kaw); 17. Brent Stevenson (Hon); 18. Chad Rhine (Kaw); 19. Charles Bogard (Suz); 20. Tommy Johansson (Suz).
Time: 5 min., 33.640 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Stephane Roncada (Hon); 2. Brian Deegan (Suz); 3. Robbie Skaggs (Hon); 4. Scott Sheak (Hon); 5. Tim Ferry (Suz); 6. Ryan Clark (Suz); 7. Barry Carsten (Suz); 8. Doug Deehan (Suz); 9. Charles Dunaway (Kaw); 10. Jeff Hedden (Suz); 11. Erick Vallejo (Kaw); 12. Scott Pinson (Suz); 13. David Kratz (Suz); 14. Matt Bateman (Suz); 15. Travis Trieb (Hon); 16. Tim Pustalek (Suz); 17. Jim Neese (Suz); 18. William Wilson (Yam); 19. Isaiah Johnson (Kaw); 20. Eron Ezerins (Suz).
Time: not available

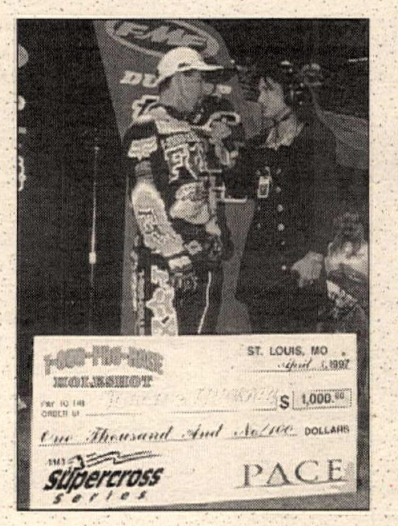
125 LCQ (4 laps, 1-4 transfer to main): 1. Erick Vallejo (Kaw); 2. Jim Neese (Suz); 3. Jason Thomas (Kaw); 4. Trey Owens III (Kaw); 5. William Wilson (Yam); 6. David Kratz (Suz); 7. Jeff Hedden (Suz); 8. Scott Pinson (Suz); 9. Isaiah Johnson (Kaw); 10. Tim Pustalek (Suz); 11. Brent Stevenson (Hon); 12. Devin Banks (Kaw); 13. Kris Rourke (Hon); 14. Matt Bateman (Suz); 15. Caleb Leath (Yam); 16. Brad Jerominski (Kaw); 17. Travis Trieb (Hon); 18. Chad Rhine (Kaw); 19. Charles Bogard (Suz); 20. Tommy Johansson (Suz); 21. Eron Ezerins (Suz); 22. Karter Busse (Suz).
Time: 3 min., 53.680 sec.

125 MAIN (15 laps): 1. Stephane Roncada (Hon); 2. Greg Schnell (Yam); 3. Brock Sellards (Kaw); 4. Brian Deegan (Suz); 5. Tim Ferry (Suz); 6. Doug Deehan (Suz); 7. Robbie Skaggs (Hon); 8. Paul Currie (Kaw); 9. Jeff Dement (Kaw); 10. Ricky Carmichael (Kaw); 11. Ryan Clark (Suz); 12. Erick Vallejo (Kaw); 13. Jim Neese (Suz); 14. Barry Carsten (Suz); 15. Robbie Horton (Kaw); 16. Heath Voss (Hon); 17. Trey Owens III (Kaw); 18. James Evans (Kaw); 19. Scott Sheak (Hon); 20. Charles Dunaway(Kaw); 21. Tony Lorusso (Suz); 22. Jason Thomas (Kaw).
Time: 14 min., 12.630 sec.
Margin of victory: 5.002 sec.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 5 of 7 rounds): 1. Tim Ferry (104); 2. Stephane Roncada (88/1 win); 3. JohnDowd (86/2); 4. Ricky Carmichael (78/2); 5. Greg Scnell (70); 6. Scott Sheak (66); 7. Robbie Skaggs (56); 8. Jeff Dement (55); 9. Brock Sellards (49); 10. Chad Pederson (38); 11. David Pingree (37); 12. (Tie) Jim Neese/Paul Currie (30); 14. Doug Deehan (27); 15. (Tie) Robbie Horton/Barry Carsten/Keith Johnson (26); 18. Charles Bogard (17); 19. (Tie) Heath Voss/James Povolny Jr. (16).

Upcoming Rounds:
Round 6 - Pontiac, Michigan, April 12
Round 7 - Charlotte, North Carolina, April 19

Briefly...



Team Suzuki/Suzuiki of Troy/1-800-Collect's **Jeremy McGrath** (right) was the winner of the **1-900-Pro-Race Holeshot Award** in the 250cc class, picking up the $1000 check that goes with it. The four-time defending champion promptly pledged the money to the Clayton Foundation, a foundation which helps seriously injured motorcycle racers. Surprisingly, it was McGrath's first main-event holeshot of the season. Bromley Suzuki/MSR/Dunlop's **Barry Carsten** won the $500 up for grabs by snagging the holeshot in the 125cc main event, his second such award.

Team Kawasaki's **Jeff Emig** (left) took a nasty spill in Friday's practice session when the points leader went over the bars when his bike bogged on the face of a jump. The 250cc National MX Champ caught his right thigh on the handlebars and had many thinking he broke his femur as he rolled around on the track clutching his thigh. "He's all right," team manager Bruce Stjernstrom said. "We can probably take it off of the excuse list right now. He's got a deep thigh bruise and got some help with it from Jeff Stanton's wife, Sara, who is a sports therapist. He rode a stationary bicycle this morning (Saturday) and felt pretty good." Emig looked fine for the first half of Saturday's first practice session, but pulled off midway through the session. "He was fine in practice for a while," Emig's tuner Jeremy Albrecht said. "But then other muscles started tightening up around the injury, causing him some discomfort. The therapist says it's a natural reaction when you're hurt - the other muscles try to compensate for the injury."

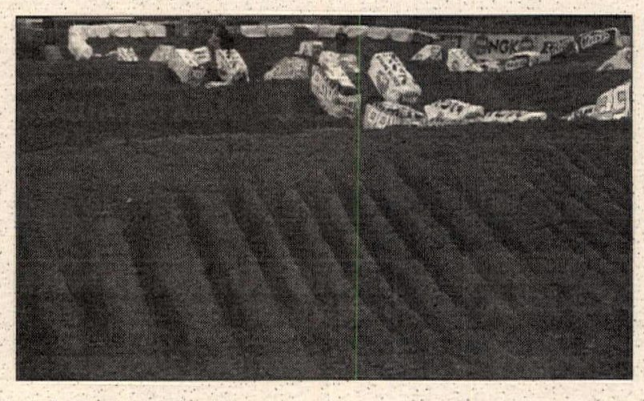
Last week's 250cc winner, Team Yamaha's **Ezra Lusk**, also crashed during practice and looked to have injured his chest in the incident. "He was trying to triple a section of small jumps," Lusk's mechanic Steve Butler said, "He came up short and bounced over into an endo. He just hit his chest and knocked the wind out of himself."

Team Primal Impulse/Honda's **Robbie Reynard**, who is currently second in points to Kevin Windham in the Western Regional 125cc Series, rode in the 250cc class in St. Louis. "He was practicing on his 125 last week at the Honda test track in Corona, California," Reynard's mechanic Tom Wallace said. "There was a 250 there that he rode and he really liked it and looked fast on it, so he decided to give it a try. The bike he's riding is stock right down to the exhaust system. The suspension was worked on by Factory Connection - but that's it." Reynard was pleased with his progress on the bike despite having limited time on it. "I feel good on it," Reynard said. "It's sure got a lot more power for the triples - I overjumped one bad in practice. It will be interesting running with the top riders. I've probably got 20 laps on the bike at the Honda test track and however many laps I got to run in practice. I may ride it again next week, but it all depends on how I do here." Reynard was working out of the factory Honda factory pits in St. Louis and finished 14th in the main.

Team Yamaha suffered another crippling setback to go along with 250cc points contender Doug Henry's broken hand and subsequent early retirement from the series, when **John Dowd** broke a bone just behind his right pinky finger earlier in the week at the this week at the Yamaha test track in Corona, California. It's unfortunate for Dowd and Yamaha as he was just a scant two points behind Eastern Regional 125cc Series points leader Tim Ferry. Dowd has dropped to third in the series with 86 and is expected to return at the Hangtown National MX on May 4, along with Henry. Western Regional 125cc Series points leader **Kevin Windham** did not ride a 250 in St. Louis as he is still suffering from a sprained wrist he sustained while practicing in Houston and a sprained ankle from the Gainesville, Florida, outdoor National. The reigning Western Regional 125cc Champ will return on a 250 this week in Pontiac, Michigan.

Team Suzuki/1-800-Collect's **Greg Albertyn** returned to racing in St. Louis after it was reported that the three-time World MX Champion would miss the next few weeks with a back injury sustained in the Orlando round. The crash sent Albee off of the track on a stretcher, but the injury is not as bad as first expected. "We can't tell what's wrong," Albertyn said. "It might be an old injury from the Houston Supercross last year. It aggravates me when I'm walking around and stuff, but it's not bothering me on the bike much. I just know it's time for a podium again - it's been a couple of weeks now" (he was last on the podium in Minneapolis on March 15). The likable South African had a few problems in the main, eventually finishing 10th after running fourth for nearly half the race.

Team Suzuki's **Mike LaRocco** had a shock problem in practice on Friday. "I blew a shock in practice yesterday," LaRocco explained. "It wasn't the same problem I had in Gainesville where the shock just broke. We think we just had one with a bad shock body mold or something. We're really not sure yet." LaRocco also had some interesting comments about the grooming of the supercross tracks between motos and main events. "I don't like it when they groom the tracks too much," LaRocco commented. "It's hard to pass when the tracks are so fast because then everybody can go fast. The roughness and ruts bring out mistakes, which makes for more passing." (Below) Most other riders commented that they liked the cleaned-up tracks for safety reasons.



Honda Team Manager **Wess McCoy** confirmed that **Steve Lamson's thumb injury** will most likely sideline him for the remainder of the SX series. "Lammy is pretty much done for the rest of the supercross season," McCoy said. "He ripped a tendon in his thumb. It's pretty much the same injury that (Mike) Kiedrowski is suffering from. The tendon starts to pull away from the bone and the bone starts to fragment. The doctors say he can probably start riding again in two or three weeks." Lamson injured himself in a practice crash in Houston, Texas, two weeks ago.

Team Green regular **Brock Sellards** was moved up to the Pro Circuit/SplitFire/Kawasaki team in St. Louis, which had many wondering if he was replacing regular teamsters David Pingree and Craig Decker, who are currently injured. "Sellards will do the last three Eastern Regional 125cc races," Ricky Carmichael's mechanic Chad Watts. "He'll go to the Hangtown and Glen Helen National Motocrosses, and providing he's in the top 10, he'll do the East/West Shootout at the final round in Vegas. It was in his Team Green contract that we would help him out at four races. Mitch (Payton) is considering him for next year and with Pingree and Decker out, this seemed the most appropriate time."

With the recent rise to glory of **Ricky Carmichael**, many fans and industry people alike are wondering what big factory deal the Floridian can muster for next year. But they'll have to wait because the 17-year-old has another year on his contract with the Pro Circuit/SplitFire/Kawasaki team. Carmichael also has an option for the 1999 season in which he could (and most likely would) be placed in the Kawasaki factory team. Rumors have multiple teams wanting to buy Carmichael out of his current contractual obligations... let the bidding begin.

For the third straight week **Jeff Emig**, **Ezra Lusk** and **Jeremy McGrath** were on the podium in the 250cc class. In Houston, Texas, it was Emig first, Lusk second and McGrath third; in Orlando, Florida, it was Lusk taking his first-ever 250cc win, followed by McGrath and Emig; and in St. Louis it was McGrath taking his second win of the season with Emig and Lusk, in second and third, respectively.

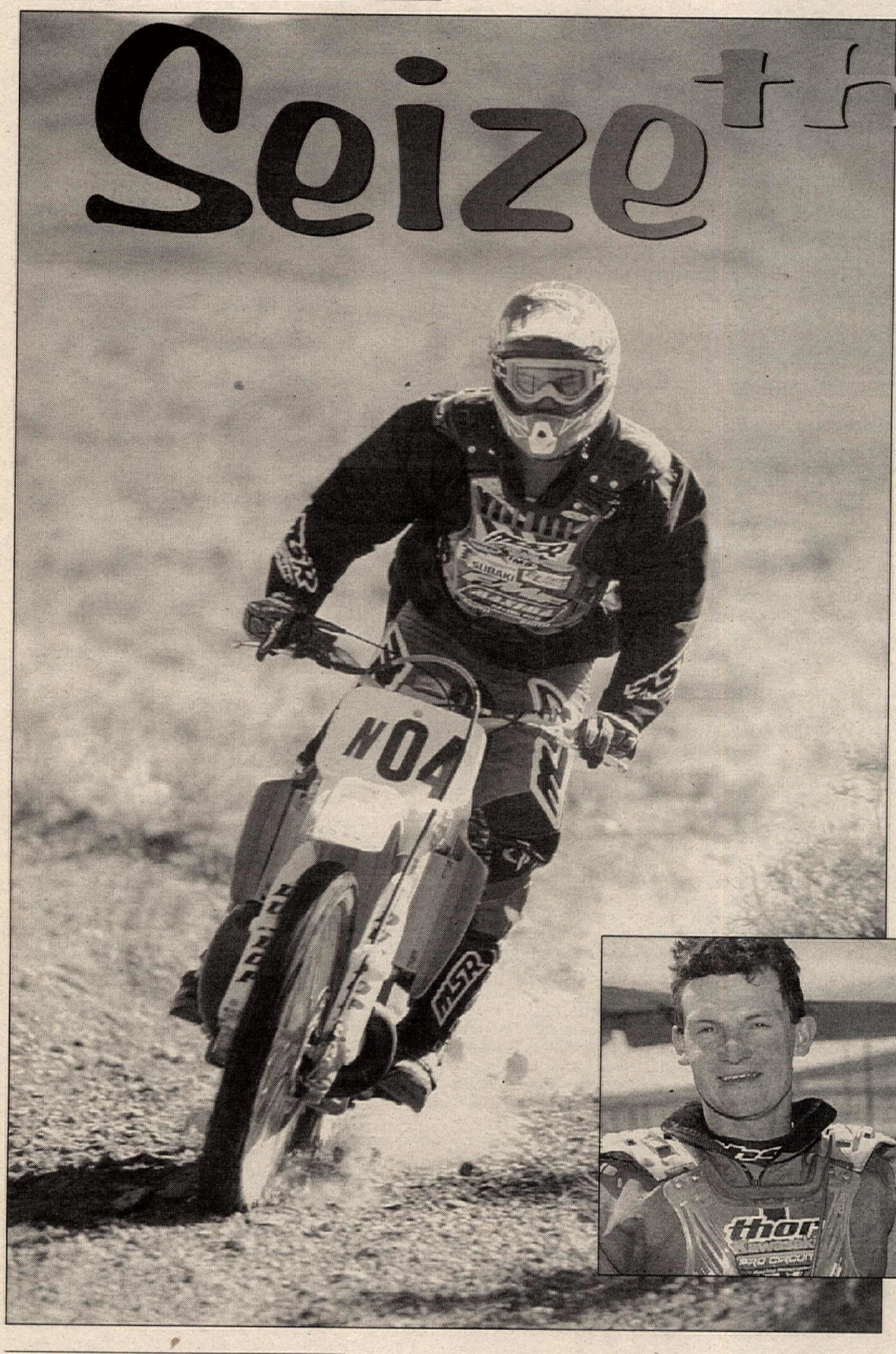
Team Kawasaki's **Ryan Hughes** became the latest father-to-be in the Supercross Series. The Californian's longtime girlfriend Jennifer is due in late November. "I'm stoked about it," Hughes confirmed. "We've been going out for two years now and it's great. Life deals you situations and I think I'm man enough to handle it. We're both happy." Hughes was also celebrating his 24th birthday on Saturday night.

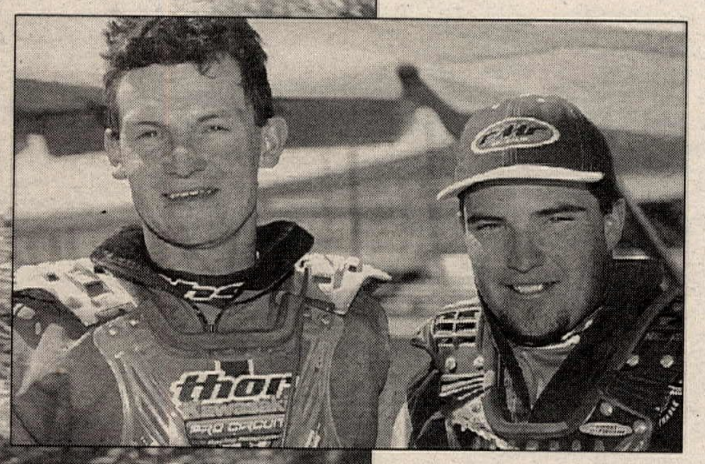
Chaparral/Yamaha teammates **Jimmy Button** and **Phil Lawrence** say that there are no hard feelings between the two about last week's heat-race incident Orlando, Florida, when Button ran Lawrence off the track. "We're fine now," Button said. "We had things settled five minutes afterwards. I'm not out there to take anybody out - although there are a few guys I'd like to (laughs). Nine times out of 10, you take your own self out when you do that. Put it this way, I don't need any more trouble. Yamaha's not too happy with me about the Doug Henry incident and the Chaparral guys have been on me about it." Phil Lawrence wasn't visibly upset about the situation but saw it differently. "It's a big deal to me," Lawrence said within earshot of Button, with the two ribbing each other occasionally. "He's been staying at my house for the last four months and I didn't think he would do that to me. Some guys take their brains out when they race - he must be one of them. He's still my good friend. Off the track our relationship is the same - good. On the track - it's a different story now." Button finished eighth with Lawrence a close ninth, which had many wondering what might have happened had Lawrence got close enough to make a move.

Phil Lawrence also had some interesting rental-car woes to tell. "Some guy ran into me on the freeway," Lawrence said. "He knocked my mirror off and I couldn't even get him to pull over. Then, the security guard tells me it's okay to park my car in front of the stadium and it gets towed during practice. It took me an hour to get it out of impound and I missed a dealer show because of it and I apologize to the fans who went. Then on race morning, I went out to my car and it had four flats and a bicycle pump sitting on the trunk. That was fun. I think it was Bradshaw who did it. He's getting me back from Atlanta when I got him - it's all in good fun, though." There was no comment as to what Lawrence had done to Bradshaw.

Team Chaparral/Yamaha's Team Manager **Larry Brooks** confirmed that **Chad Pederson** will be out of action for about two months. The Eastern Regional 125cc contender seperated some tendons in his hand when he stalled his bike in the air in Orlando last week, went over the bars and crashed.

Seize the day





Team Green's Donnie Book (below left) and Dave Ondas (below right, riding) were running second near the end of the Tonopah 300 but mechanical trouble for the lead duo of Ty Davis and Paul Krause near the finish left Book and Ondas with the lead and win.

By Anne Van Beveren
Photos by Tom Van Beveren

TONOPAH, NV, MAR. 29

The introduction of car and truck racers at what has traditionally been a motorcycles-only event meant this year's Tonopah 300 was far from the tight, technical race that riders were hoping for, but the racing was so close it more than made up for what the 300-mile event lacked in tight terrain.

Kawasaki KX500 racers Ty Davis and Paul Krause were hot favorites going into the first round of the Best in the Desert's three-event car/truck/bike series organized by Casey Folks, and looked like winners as they led the way in the early stages of the race, but Team Green teammates Dave Ondas and Donnie Book refused to let them get comfortable. The persistent duo kept their KX500 within half a minute of the lead bike for more than 280 miles and, when disaster struck Davis with the checkered flag almost in sight, the trailing pair got the break they were looking for.

"About 20 miles from the finish I saw Davis getting off the bike on a lakebed," said Book, who looked back over his shoulder all the way to make sure Davis wasn't closing in. "I went by and just pinned it all the way to the finish. What a way to end the race. It had been so close the whole way. We could see them a lot of the time. It was just a drag race all day."

After 50-degree mornings in the week leading up to the race, the former silver-mining town of Tonopah turned the temperature down for race day. The 94 motorcycle teams that lined up for the just-after-dawn start were greeted by a chilly breeze and temperatures so frigid that racers were forced to warm their hands on their bikes' exhausts while their pit crews struggled to get the ink to flow in their pens so they could take notes.

A short parade led by local police took the racers from the impound area through city streets to the starting line on the eastern edge of town, and it was full speed ahead when the green light flashed for the first time at 6 a.m.

"I don't feel that great about drawing the number-one spot," said Greg Searle, who was the first rider off the one-bike-every-20-seconds starting grid. "I ride better in the back. I find I can pace myself better back there, but this is how it turned out, so I'll try to make the most of it."

Searle was followed by the rest of the Open Pro division, which included the Honda factory entry of Jeff Capt and Tim Staab in the number-two position, Davis and Krause as number three, and the KTM-mounted Vosburg Racing team of Destry Abbott and Scot Harden in fourth.

Harden had stepped in at the last minute after Abbott's official partner, last year's AMA National Hare and Hound Champion Greg Zitterkopf, opted out a week and a half before the race.

"He has some problems and just decided to make a change," team manager Gary Vosburg said. "I really don't know what they are. All I can say is that he still has a year's contract with us that isn't settled."

Jimmy Lewis, who planned to solo the event, turned heads when he left the line in 10th on a bright-orange KTM Rallye, complete with headlights, a fairing, a Global Positioning System and numerous auxiliary gas tanks, including one built into the skid plate.

"It's a 640cc four-stroke that's identical to what I raced in Dakar," Lewis said. "It holds 12 gallons of gas, so I'm only planning on stopping once to pit. There's no way you can race something like this on a desert course - you really just ride it, and you can't drop it or crash it - that's not an option because it weighs somewhere around 400 pounds when you're ready to go. I'm not planning to win; I'm just doing it for the fun of it. I always do weird stuff."

The opening section of the course had few challenges in the terrain but dust and the low angle of the rising sun combined to make life miserable as the Open Pros, followed by competitors in a total of 25 motorcycle classes, made their way to pit one at the 52-mile mark.

"It was dusty, very dusty off the start," said Honda XR628-mounted Capt. "The course went out five miles, then it started coming straight back into the sun and you had to almost dead stop and putt along until you finally turned again. Most of the first section was fast and that, plus the dust, made it tough to pass anyone."

Davis had elbowed his way past the two earlier starters and had the physical lead as he stormed through pit one and set out on the 37-mile leg to gas two, which was laid out on a dry lakebed 14 miles east of town. Second on adjusted time was the KX500 team of Ondas and Book, which hit the first pit in fourth position 35 seconds behind Davis on time. Dave Hamel and Dennis Belingheri had their privateer KX500 in third, 40 seconds behind the leader, and the Abbott/Harden KTM team was almost neck and neck for fifth.

Traffic at the highway crossing just after pit row made life miserable for some of the racers.

"The guy at the road crossing stopped me for a long, long time, waiting to let the traffic go by, and Abbott came up right behind me, then got me just past the highway in a really tight corner," Capt said. "The same thing happened at another road crossing and Ondas got me. It was kind of hit-and-miss - if there was no traffic, you could go straight across, but if there was anything coming, the road crossings really held you up."

But at least the day was starting to warm up.

"The opening section was pretty miserable," Ondas said. "It was super-duper cold. My hands were really cold and it was hard to hang on."

Long ribbons of golden dust that

contrasted sharply with the shadowy hills made the leaders easy to track as they dashed across the endless valleys of northern Nevada. Fast terrain and jeep roads had the miles flying by and Davis had averaged almost 60 miles per hour when he pulled into pit two half a minute ahead of the Abbott/Harden KTM on adjusted time. The Ondas/Book KX500 was a minute back in third and Hamel/Belingheri were fourth.

"That first section was pretty much a truck course," Hamel said. "There were very few spots where it was tight."

A determined opening ride had catapulted the KTM team of brothers Nick and Russ Pearson up from seventh on the starting grid to fifth overall and first in the 250cc Pro division by the time they hit Pit Two, and the Capt/Staab Honda was hanging determinedly on to sixth.

The miles flew by as the racers charged through the 55-mile section leading into pit three, just off Highway 95 north of Coaldale. Davis handed over to Krause with almost a minute and a half over Abbott/Harden, who were holding a steady minute ahead of Ondas/Book, and Hamel/Belingheri, the Pearson KTM, Capt/Staab, the KX250 team of Steve Hengeveld and Oakley Lehman. Greg Searle and Sean Hicks rounded out the top eight.

The lead team got the first inkling of trouble on their way to pit four, a total of 168 miles into the 300-mile event.

"The bike seized a couple of times between pit three and pit four, and then it did it a couple more times between four and five," Krause said. "I rode using the choke any time it got fast, trying to make sure it didn't get any worse."

While the rest of the field struggled to keep pace with the speed of the front-runners, Krause's cautious, save-the-bike ride was starting to eat away at his lead and, when he looked back, he could see Book aboard the rival KX500 starting to close in as he neared pit five, with only 90 miles to go to the checkered flag.

"He got real close to me and I just said to myself, 'I can't baby it anymore. I have to go,'" Krause said. "It was a full-on sprint all the way and at Pit Five we were only 15 or 20 seconds apart. That's when Davis got back on. He knew he had to pull out at least another 20 seconds because we had started 20 seconds ahead of them."

If Book had known about Krause's problem, he would have been more than sympathetic.

"I got on at pit three and was catching Harden when our bike seized up solid on a straightaway," Book said. "It loosened up and started running again but I had some really worrying moments. It scared me because, if it had died, there was no way I could've done anything about it. Luckily, it was on a downhill road and I just bumped it to get it going again. Luck was with us today."

The Abbott/Harden KTM team wasn't having any bike problems but it did have a rider problem near the halfway point.

"I stepped in at the last minute to help out after Zitterkopf left the team and rode from three to five to give Abbott a break," Harden said. "We were in second most of the day and I pulled a little bit of time on Krause, but, between four and five, I lost a front wheel over a berm and the back slid out and I got stuck under the bike. Belingheri got by me just after I got on again."

"You had to wait for something like that to happen before you could do any passing," Belingheri said, who took advantage of Harden's bobble and slipped through into third overall. "I was in Abbott's dust the whole way but it was pretty much wide open - to the point where you were lying on the tank trying to get better aerodynamics - and that made it really hard to do any passing. I didn't want to hairball it too much in the dust."

The high-speed course earned rave reviews from some riders but raised concern with others.

"I thought it was marked really poorly and we need to prerun if we are going to go at this fast of a speed," Staab said. "Coming into pit three, for instance, there was a powerline road with huge 3-foot-deep holes that were not marked at all. All you can do when you're going that fast is pick up the front wheel and hope."

Staab's partner, Capt, gave event organizer Folks the benefit of the doubt.

"The wind last night may have blown some of the markings down," Capt said. "There were enough left that there was certainly no way you could get lost. There were a couple of big washes that could've been marked better in my section."

Charging hard at the front of the 250cc Pro Pack, the Pearson brothers had no trouble at all with the course or their bike.

"It was pretty fast and there were a lot of places where we could've gone faster on an open bike - they were pulling us a lot of the time - but I was actually expecting it to be even faster than this," 19-year-old Nick Pearson said. "But we just had a flawless ride. The bike worked great, the suspension worked great. It just went too smooth. It was a perfect ride."

Davis still had the physical lead when he took over for the final sprint into home but a wide-open stretch of dry lakebed coupled with the constant threat of Book hard on his heels conspired against him. The KX500 locked up and Book, and then Nick Pearson, flew by.

"We got on this giant lakebed and I saw Davis there, under his bike working on some stuff," Pearson said. "There was only about 15 miles of the course left after that and it was pretty fun stuff - jeep roads, buggy courses that were hilly with jumps - and we were into the finish."

Book was still in the lead when his all-out sprint came to an end and captured the overall win with a total elapsed time of 5 hours and 21 minutes, just a minute and a half ahead of second-placed Hamel and Belingheri after 300 miles of hard-on-the-gas racing.

"I thought we had a really good chance going into this race," said Ondas, the other half of the winning team. "Me and Book are a pretty good team and I figured we'd be right there. We both had a good ride all day and no problems, except for that little seize early on. I just want to thank my partner for

(Left) Davis and Krause confer in the pits. They were on the way to the win when their bike seized.
(Below) KTM's Destry Abbott (with race organizer Casey Folks) teamed with Greg Zitterkopf stand-in Scot Harden to card a third-place finish.

Round 1: Tonopah 300

putting in a good ride. I'm really happy with the win."

The $1000 prize for the Open Pro win netted the Kawasaki Team Green riders a grand total of about $100.

"We won something like $1000 and the entry fee was about $900, so it's not a lot of money but it's still an important win for Kawasaki," Ondas said.

The second-place Open Pro finishers, privateers Hamel and Belingheri, were among the freshest racers at the finish line.

"We changed riders just about every 50 miles and breaking it up like that worked really well," Hamel said. "We were fresh all day. Pretty much all the course - about 90 percent - was fast. There was very little slow stuff except for Hummer Canyon. That was between five and six, and it was really short - like a quarter of a mile. It was a skinny downhill canyon, really tight. I had to be in second gear and I don't know how the Hummers are going to get down there. They may get wedged forever."

Despite a disaster late in the race, Abbott brought the Vosburg Racing 360cc KTM he shared with Harden home in third overall, less than a minute behind the second-place finishers.

"He got off really hard in the last loop and hurt his hand," Harden said, explaining Abbott's fast departure from the finish line. He's having it looked at now. We collected a rock at the beginning that damaged the exhaust and hurt the power. The pipe is now almost closed out of the header and if that hadn't happened we would've been in even better shape. But we'll take a third. I'm happy about that."

Nick and Russ Pearson brought their factory-backed KTM 250cc home at the head of the 250cc Pro pack in fourth overall with a total elapsed time of 5 hours and 27 minutes.

"We were first 250 on the start and never got passed by another 250 all day," older brother Nick said. "We would've been faster on an open bike - they were pulling us, especially between the third and fourth pits, but it was a good course all in all and we had a perfect ride all the way."

Fifth overall went to the Capt/Staab Honda, which lost fourth to the Pearsons during a late-in-the-race filter change, and 250cc Pros Steve Hengeveld and Oakley Lehman took sixth, 10 minutes behind their class winners.

"We rode as hard as we could but we didn't put any time on them," Team Green's Lehman said. "We will have to get a couple more miles an hour out of the bike for the next race."

Tex Mitchell and Ron Wilson took the honors in the Heavyweight Four-Stroke class in seventh overall, despite riding a resurrected prerunner that dated back to 1992.

"It sure needed some help," Mitchell said. "We got a lot of support from Honda and we really have to thank Johnny and Jamie Campbell for all their hard work. They really took care of us getting parts for the bike. We had a great day and we never hit the ground, although we came close once or twice."

The three-way battle in the Over 30 Pro division was won by KTM 300 pilots Daryl Folks and Jack Johnson who finished eighth overall, beating out Vet-class rivals Darrol and Kevin Brown by half a minute, with a mere four seconds back to third-placed Mike Longtine and Dick Wilk, who completed the last section of the race on a rear flat.

"The partner I had planned to ride with got hurt a week and a half ago, so Johnson rode 62 miles in the middle of the race so I could take a break and get some groceries in me," Folks said. "The course was awesome. Long-distance off-road races are generally fast but I think this one was broken up well with sand washes and two-tracks, so it never got too long and boring. It shifted gears on you."

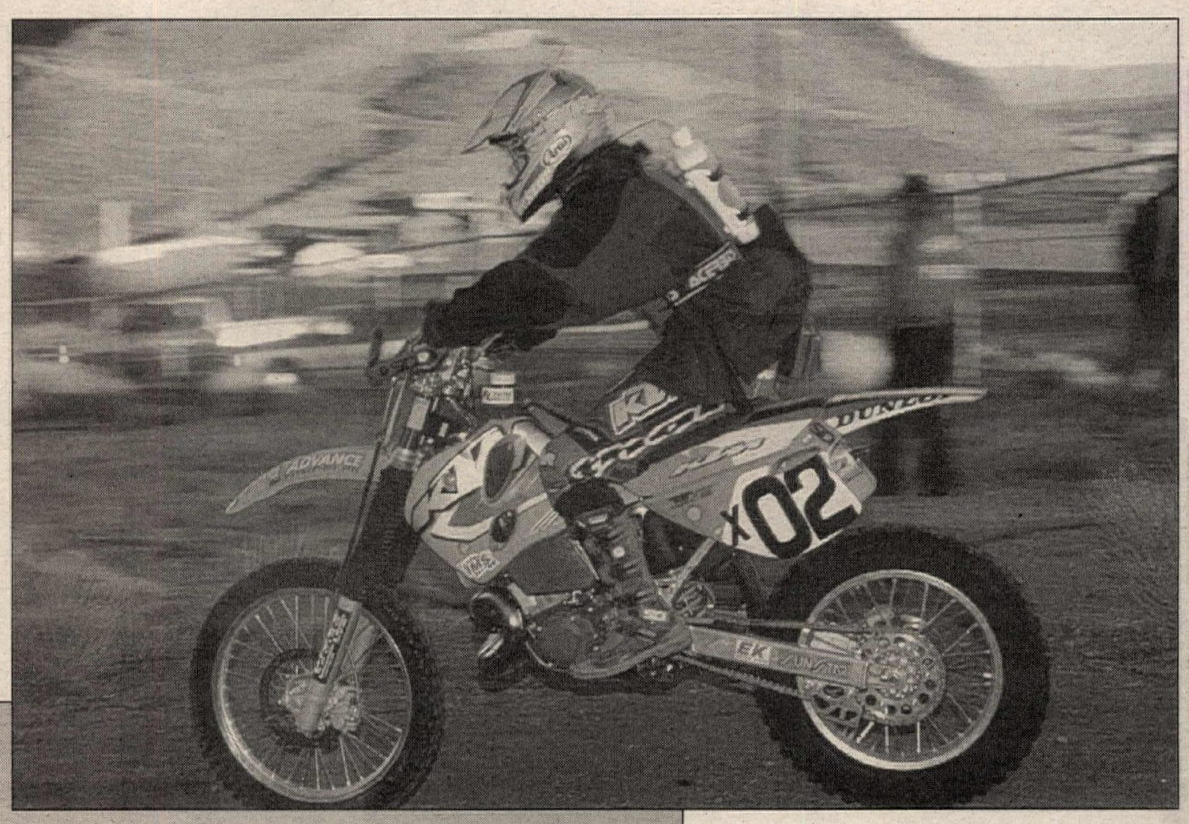
"We were making up time in the last section," Over 30 second-place finisher Darrol Brown said. "And we're not tired yet. If it was a hundred miles longer, we could've won it."

Eleventh overall went to American Honda-backed XR628 racers Jamie Campbell and 16-year-old Casey Longman, who finished three minutes ahead of the first Sportsman entry to reach the checkered flag - Over 30 Expert racers Glenn Taylor and Marc McManus, who were high in the running all day.

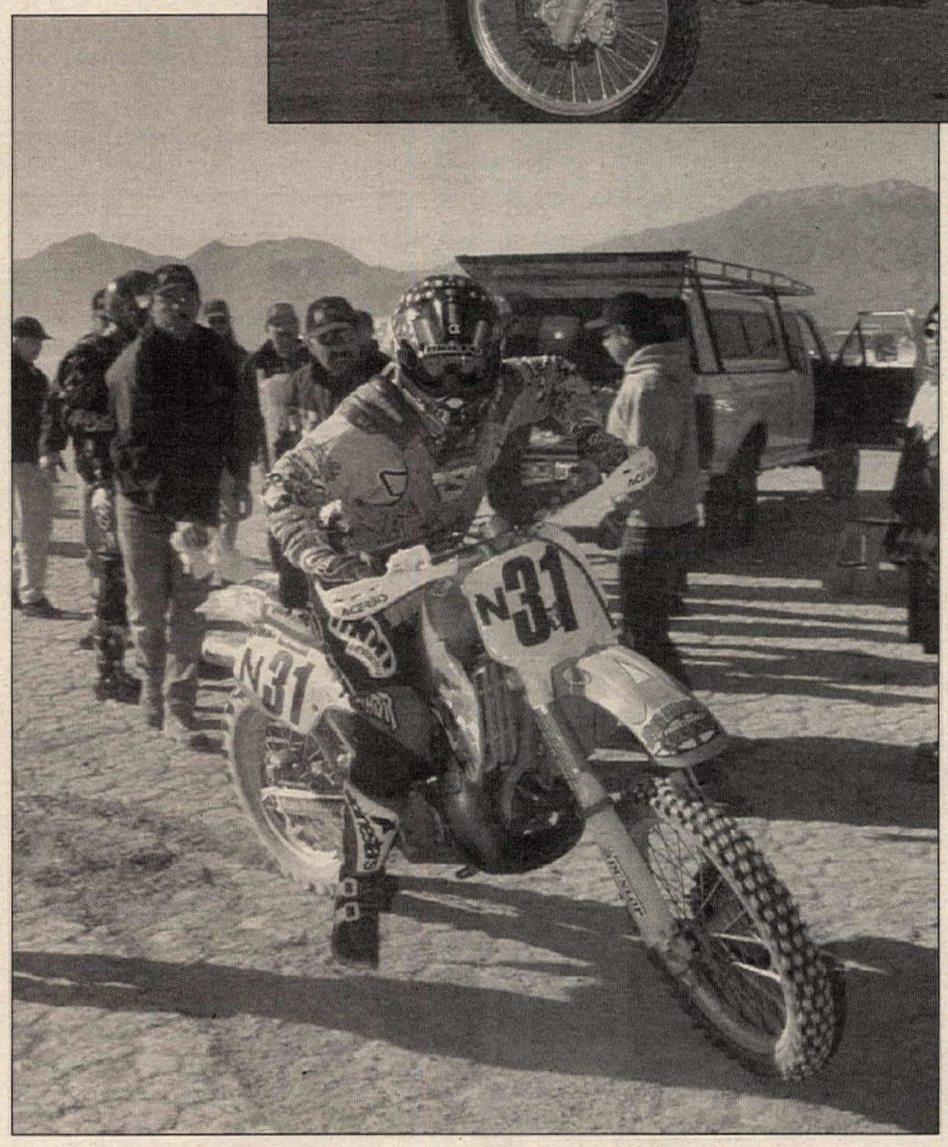
Honors in the Lightweight Four-Stroke Pro division went to Honda-mounted Casey McCoy and Tony Megla in 20th overall.

Lewis finished his solo ride in 22nd overall, just three minutes behind top Ironman finisher Bill Maxim, who piloted a KX500 to victory in the Ironman Expert class, and Quint Betts and John Spaeth rode to victory on their KX125 in 24th overall.

"It was an easy course but it's really rough on a bike like this," Lewis said. "I saved 15 to 20 seconds in each pit because I only gassed the bike once but I probably lost five seconds every time I turned a corner because of the weight of the bike. There's no way I could compete against bikes that are set up to race in this terrain, but if the race was 15 days and 6,000 miles longer, I have no doubt that I would've won it." CN



(Right) KTM-mounted Nick and Russell Pearson topped the 250cc Pro class to finish fourth overall. (Below) Privateers Dave Hamel and Dennis Belingheri took their KX500 to second overall.



Tonopah 300
Tonopah, Nevada
Results: March 29, 1997 (Round 1 of 3)

O/A: 1. Dave Ondas/Donnie Book (Kaw); 2. Dave Hamel/Dennis Belingheri (Kaw); 3. Destry Abbott/Scot Harden (KTM); 4. Nick Pearson/Russell Pearson (KTM); 5. Jeff Capt/Tim Staab (Hon); 6. Steve Hengeveld/Oakley Lehman (Kaw); 7. Tex Mitchell/Ron Wilson (Hon); 8. Daryl Folks/Jack Johnson (KTM); 9. Darrol Brown/Keith Brown (Hon); 10. Mike Longtine/Richard Wilk (KTM); 11. Jamie Campbell/Casey Longman (Hon); 12. Glenn Taylor/Marc McManus (KTM); 13: Rick Bozarth/Jim Gray (KTM); 14. Grant Palenske/Rick Daniel (Yam); 15. Cory Ayers/Mark Morris (Hon); 16. Nick Fain/Josh Wilson (Hon); 17. Keith Cayton/Rick Aldridge (Kaw); 18. Matt Burroughs/Doug Chiapuzio (Yam); 19. Bill Maxim (Kaw); 20. Casey McCoy/Tony Megla (Hon); 21. Darryl Curtis/Riaan Van Hiekerk (KTM); 22. Jimmy Lewis (KTM); 23. Craig Hunter/John Kawell (Hon); 24. Quint Betts/John Spaeth (Kaw); 25. Kenneth Larsen/Dale Morse/Todd Milano (KTM); 26. Ron Lawson/Gary Jones (Kaw); 27. Vincent Reger/Allen Rudd (KTM); 28. Mark Franks/William O'Hara/John Reo (Kaw); 29. Ron Purvines (Kaw); 30. Tracy Godfrey/Todd Davis/Ken Reid (Yam);

OPEN PRO: 1. Dave Ondas/Donnie Book (Kaw); 2. Dave Hamel/Dennis Belingheri (Kaw); 3. Destry Abbott/Scot Harden (KTM).

250 PRO: 1. Nick Pearson/Russell Pearson (KTM); 2. Steve Hengeveld/Oakley Lehman (Kaw); 3. Keith Cayton/Rick Aldridge (Kaw).

125 PRO: 1. Quint Betts/John Spaeth (Kaw); 2. Clint Braun/Rusty Ruby (Kaw).

30+ PRO: 1. Daryl Folks/Jack Johnson (KTM); 2. Darrol Brown/Keith Brown (Hon); 3. Mike Longtine/Richard Wilk (KTM).

40+ PRO: 1. Tom Holmes/Scott Anderson (Hbg).

L/W 4-STRK: 1. Casey McCoy/Tony Megla (Hon); 2. Craig Hunter/John Kawell (Hon).

H/W 4-STRK: 1. Tex Mitchell/Ron Wilson (Hon); 2. Jamie Campbell/Casey Longman (Hon); 3. Jimmy Lewis (KTM).

IRONMAN EX: 1. Bill Maxim (Kaw); 2. Ron Purvines (Kaw); 3. Robin Rightmire (Kaw).

OPEN EX: 1. Nick Fain/Josh Wilson (Hon); 2. Darryl Curtis/Riaan Van Niekerk (KTM); 3. Scott Herweg/Greg Herweg (Kaw).

250 EX: 1. Tracy Godfrey/Todd Davis/Ken Reid (Yam); 2. Jason Belisle/Chris Freedman/David Edwards (Kaw).

30+ EX: 1. Glenn Taylor/Marc McManus (KTM); 2. Kenneth Larsen/Dale Morse/Todd Milano (KTM); 3. Vincent Reger/Allen Rudd (KTM).

35+ EX: 1. Mark Franks/William O'Hara/John Reo (Kaw); 2. Pete Sheehan/Bennie Brown (Hon).

40+ EX: 1. Rick Burrus/Jim McCartney/Jay Zicker (Kaw).

48+ EX: 1. Gary Colbert/Gary Vanderpool/Richard Jackson (Kaw).

L/W 4-STK EX: 1. Ron Lawson/Gary Jones (Kaw).

H/W 4-STK EX: 1. Tim McNulty/Eric Swepston (Hon).

OPEN AM: 1. John Frederick/Scott Vonbargen (Kaw).

250 AM: 1. James Cope/Jeremy Harmon/Duane Cope (Suz).

125 AM: 1. Robert Marshall/Randy Marshall/Bob Meyers (Kaw).

25+ AM: 1. Craig Sasso/Scott Robertson/Scott Underwood (Hon).

30+ AM: 1. Tony Aguilera/Kelly Hall/Mike Aguilera (Hus).

35+ AM: 1. Steve Searles/Michael Searles/Ralph Foster (Kaw).

L/W 4-STK AM: 1. Tim Barnes/Lee Coble/Bill Barnes (Hon).

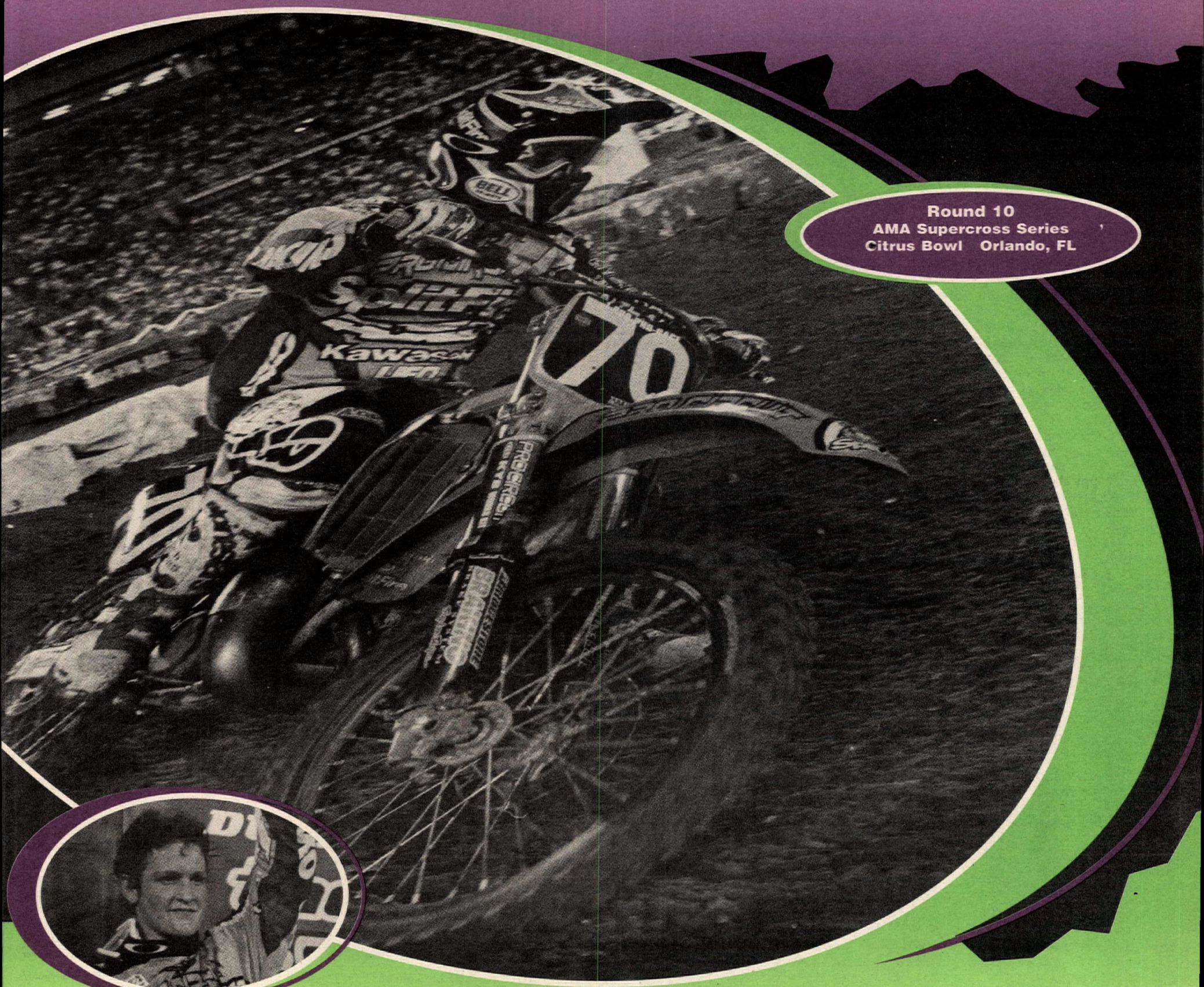
H/W 4-STK AM: 1. Dana Jones/Rob Miller (Hon).

IRONMAN AM: 1. Aaron Evans (Kaw).

Upcoming Rounds:
Round 2 - Mesquite, Nevada, June 21
Round 3 - Las Vegas, Nevada, September 19

Kawasaki MOTORSPORTS

Ricky snaps up the Orlando Supercross like a hungry gator.



"Two wins this year - it feels great. I couldn't be happier. I pulled the holeshot and put 15 perfect laps together."

_Ricky Carmichael
'96 AMA Rookie of the Year

Fierce, green and deceptively fast, Ricky Carmichael grabbed the holeshot and charged to victory on his KX125. Everybody else just got out of the way. It's the Team SplitFire/ Pro Circuit/Kawasaki rider's third win out of his first five races as a pro. After Orlando, the competition might want to think twice before tangling with this Florida native.

RK Peak N Style Troy Lee Designs MAXIMA Mechanix Wear SCOTT USA SplitFire SPARK PLUGS BRIDGESTONE renthal BRAKING BRAKE SYSTEMS mx 321 Kawasaki BELL FET Hinson Racing THROTTLE JOCKEY PRO CIRCUIT alpinestars LFO COMETIC Twin Air

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Vee Two Bimota DB2R

From flounder to shark

By Alan Cathcart
Photos by Kyoichi Nakamura

After stripping all the street gear from the Bimota DB2R, the Vee Two team was left with a bike that had a severe rearward weight bias. Frame tricks and moving the fuel load with a new, aluminum gas tank helped restore things to normal.

Winning any championship series gives you a buzz. Winning one with a bike that didn't exist until five days before the first race is even more satisfying still. Improbable, too - but the whole story of my 1996 BEARS World Series title victory with the Vee Two Australia Bimota DB2R is the stuff they write film scripts about. Okay, a B-movie made for TV, maybe, rather than the latest megadollar blockbuster - we don't work to HRC budgets, and Kevin Costner's too young to be cast as yours truly, not without breaking the bank in makeup materials anyway.

But still, it was simply Hollywood. Or, given that the director comes from the most remote major city on planet earth - Perth, Western Australia - maybe New Wave Australian cinema! Who cares. The point is, truth was nearly as strange as fiction.

Before the credits roll, here's the prologue: I'd actually led the 1995 BEARS World Series for non-Japanese four-strokes at the halfway mark aboard the radical-framed Saxon Triumph, and even beaten the normally invincible Britten V1000 to win the Monza round on the bike. But a trio of crashes - one my fault, one the bike's (gearbox locked up) and one tire-related - dropped me down to fourth place at the end of the year, after missing the final round when the team decided to start planning early for their 1996 American campaign in Formula USA with Scott Zampach. That meant I was out of a ride, but hungry to do better in '96. Trouble was - no bike. Well, not until Brook Henry called me from Down Under.

Henry's company, Vee Two Australia, has built up an enviable business in the past few years as the world's leading suppliers of original and aftermarket parts for old-style bevel-drive V-twin Ducatis.

The first time I raced for him on such a bike was in the Australian TT at Bathurst in '94. After winning that race we decided to team up for the major historic races around the world and enjoyed quite a lot of success doing so, with victories in places as far apart as Japan, Austria, Donington and Daytona.

But Henry's business plan called for an expansion into the much bigger Pantah-to-900SS Ducati two-valve market, applying the technology he'd developed on the older desmo V-twin to the modern belt-drive motor.

As usual, he wanted to use racing as both an R&D arena and a means of publicizing the excellence of his products. Which is where I came in. After building around 100 of its Alchemy frame kits for the bevel-drive motor, Vee Two had a new bike under development for the belt-drive engine - the sexy-looking Squalo (Italian for shark - good name for an Australian bike!) penned by British designer John Keogh. Would I race it for him in the '96 BEARS World Series? Do you think I needed asking twice?

Only one thing wrong: Though the engine was already race-proven in local competition, as the start of the season at Daytona approached, it was apparent the Squalo wasn't going to be finished in time.

Vee Two's business was booming to the point Henry didn't have the time to get the new bike up and running. In a state of mild panic, I started casting around for another possibility. Who had a competitive chassis for the two-valve Ducati motor we could slip the Vee Two engine into? Ah, yes - Bimota.

It's to Bimota boss Walter Martini's eternal credit that when I asked him for help in January, less than two months before Daytona, he didn't laugh me out of the Italian factory's front gate, especially as the DB2 sports model using the two-valve desmo motor had been out of production for a year - supplanted by the DB3, a.k.a. the Mantra.

But after conferring with Bimota chief engineer Pierluigi Marconi and his right-hand man Matthew Casey, Martini's answer was a definite maybe. Yes, they'd help - but only if they could scrounge up enough parts from the factory stores to build up a rolling chassis. It was our only hope.

Well, it paid off, and thanks no doubt in part to the fact that Casey was eager to help out a fellow Aussie, Bimota built a DB2 tubular-steel spaceframe chassis under his supervision, and shipped it to our Daytona base at Tony Foster's Personal Cycle Service shop.

Coincidentally, in addition to being one of Vee Two's U.S. outlets, Foster also sells Bimotas - he even has a mint DB2 street bike in his own garage which ended up being cannibalized for bits and pieces during the course of Cycle Week!

The Bimota race chassis coming from Italy said hello to the Vee Two 900SS-based engine - shipped from the other side of the world in Australia - in the PCS workshop in Florida for the first time just five days before the first round of the '96 BEARS World Series. Twenty-four hours of hard work later by Henry and Vee Two mechanic Norm Williams, and a bike was born.

Only we had no idea if the new kid could walk, let alone run fast enough to be a contender. The only way to find out was to head north to the pre-Daytona race meeting at Savannah, Georgia's Roebling Road circuit, to dial in the suspension with Casey's assistance - he'd followed his baby to Florida to make sure everything was set up okay.

A day later we were back in Daytona measuring the bike up, then tearing it apart. Disaster! Our test day had proved the Bimota wouldn't go down the Roebling front straight on full gas without tying itself in knots, the front wheel flapping so badly I'd have to back off the throttle to let it recover.

It was also very nervous turning into corners, and pushed the front wheel badly in faster turns. Even quite radical suspension adjustments, such as stiffening the back end or raising the front ride height, failed to make any difference.

Considering the street DB2 was a paragon of race-replica road-bike excellence, this was all a big shock. What on earth had we done wrong?

Nothing, really - we were just trying to turn a roadster into a racer. Removing the lights, instruments and battery from the front of the fuel tank had unloaded the front end so badly we now had a 45/55-percent rearward weight bias - hardly an ingredient for perfect handling.

Exacerbating this was the fact that it's very hard to load up the front wheel on an air-cooled Ducati V-twin anyway, because of the architecture of the engine and the fact you don't need a radiator and its requisite plumbing. Plus, the DB2's radical steering geometry compared to a stock 900SS only made things worse. With practice beginning the day after tomorrow on the banked Speedway, how could we fix it?

The first idea was to lengthen the wheelbase by fitting a roughly 2-inch-longer swingarm from a 900SS Ducati. This was easily accomplished since it pivots in the engine cases - with a welded-on pickup for the Bimota shock linkage.

That shoved more weight onto the front wheel and did improve things a little - but dropping the forks and maxing out the rear ride height for the same

purpose only brought the wobbles back again worse than before, because we were effectively reducing the trail and steepening the head angle still further, and we didn't have any alternative offsets for the 43mm Paioli forks which might help cure this problem.

In three sessions on the Daytona banking I hadn't yet been able to hold the DB2R wide open without backing off to let the shakes subside. Frankly, it wasn't a good advertisement for Bimota's chassis technology when the bike came past the finish line giving a pretty good imitation of the village drunk wobbling his way home from the pub. It also wasn't doing my heart rate or my arm muscles a lot of good, either.

Drastic action was called for. A visit to the Daytona Dive Shop yielded two scuba-diving belts, each with 10 pounds of lead weight. Strapping these to a specially strengthened front-fairing bracket brought the weight distribution nearer to normal. The handling was far from ideal, but a final practice run showed it was ridable.

Some 40 minutes after the SoS race I'd just won, we wheeled the Bimota onto the pre-race grid for the BEARS World Series round. But when we tried to fire it up, the engine kicked back and broke the chain. Pandemonium ensued.

With no time to make a repair, we had only one option: Fuel up the little Ducati single and run that instead, complete with the same well-used tires I'd just used in the SoS race. Well, improbable as it seemed, it worked. The Bridgestones lasted just fine, and after a race-long battle with Pete Johnson's Guzzi 1200, I ended up fourth on the baby 572cc desmo and perhaps most satisfying of all, first Ducati home, ahead of all the twins.

Henry's off-season R&D had obviously paid off on the little bike, as well - and potential disaster had yielded a solid points-scoring finish behind Britten-mounted winner Andrew Stroud.

Just to show our bush mechanic's fixes might actually have worked, we took the Bimota to AHRMA's inaugural Deland race meeting later in Cycle Week and won both the BEARS and BoTT races, admittedly against slim opposition. But, hey, a win is still a win, and we had two of them plus the absolute lap record for the new track, to get the Vee Two Bimota's racing career off the ground in the right way, after the false start at Daytona.

But we still had to cure the handling problem properly. Back in England, we had a date at Mallory Park with Casey and Bimota's development engineer Andrea Acquaviva trying to sort the problem out with suspension changes. Trying a huge range of springs and links for the rear Ohlins shock failed to cure the wobble, which happened worst hard on the gas, when the rear end presumably compressed and the ride height was lowered. Though, I could get within 1.5 seconds of my Supermono time in qualifying for the second World Series round at the Donington Park World Superbike event, that was it - leaving no choice but to race the Supermono again, on a track much more suited to it than the Daytona banking. It nearly paid off, too. After grabbing the lead on lap four, I managed to fend off the attentions of Steve Plater's Triumph 900 triple until the very last lap, when he outfumbled me at the hairpin and outsquirted me to the line.

Inevitable, really - there's no substitute for cubes. But at least I had second place 1.5 seconds ahead of the man who was emerging as my main threat for the World Series title, Geoff Baines, on his 907 i.e. Ducati V-twin. And, more to the point, I now had the points lead ahead of Baines, who'd finished sixth at Daytona.

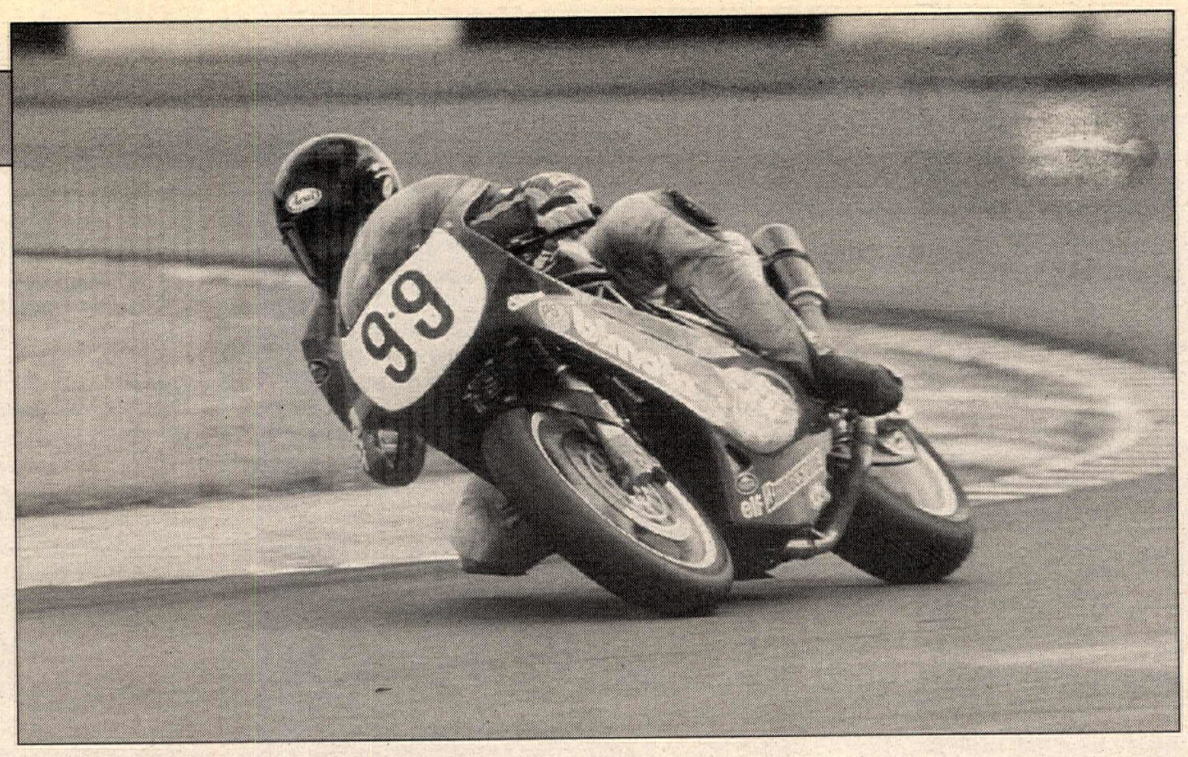
It was now apparent that the same kind of radical surgery Vee Two had applied to the two-valve Ducati engine (see technical sidebar) was going to be needed to make the Bimota roadster-turned-racer handle properly.

And that surgery was best performed in Vee Two's home base in Australia. So after Donington the bike was shipped there to take advantage of the three-month midseason break in the BEARS schedule.

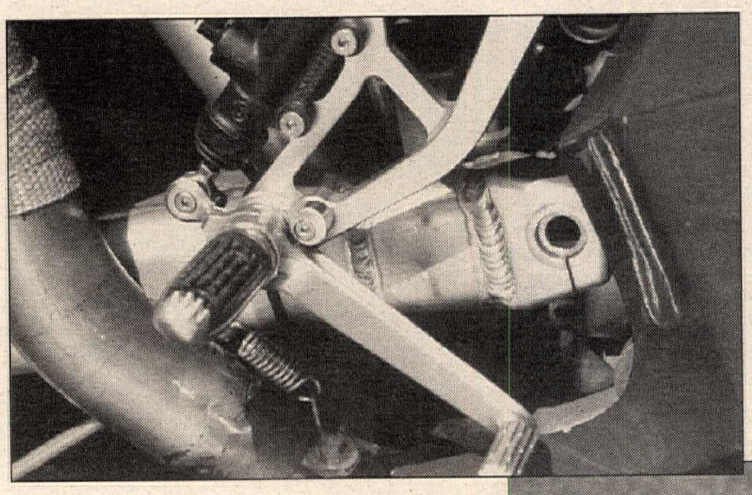
Once in Perth, the truth emerged: Apart from the weight-distribution problems caused by stripping off the street equipment, in Bimota's rush to build the bike out of spare parts in time for Daytona, the Italian company had accidentally fitted triple clamps with the wrong offset to the 43mm Paioli forks, resulting in a trail of just 73mm and a wheelbase .4 of an inch shorter than the DB2's stock 53.9 inches. No wonder it wobbled! We'd suspected something like this, but had been unable to source any alternative offsets for the Paiolis, so now Henry machined the ones we had to deliver 94mm trail, and lengthened the tubular alloy Mantra swingarm we'd been given by just over an inch to deliver a 55.5-inch wheelbase.

He also made up an alloy fuel tank that would sit farther forward on the frame rails, and reshaped the fiberglass monocoque seat/tank shroud to move the rider forward as well, all in a successful attempt to load the front wheel more. Weight distribution was now 51/49 percent - a big improvement.

At the same time, he also narrowed the frame behind the upper cylinder and lowered the seat to drop the giraffe-like rear ride height. The bike had been so tall, I couldn't put both feet on the ground while at rest.



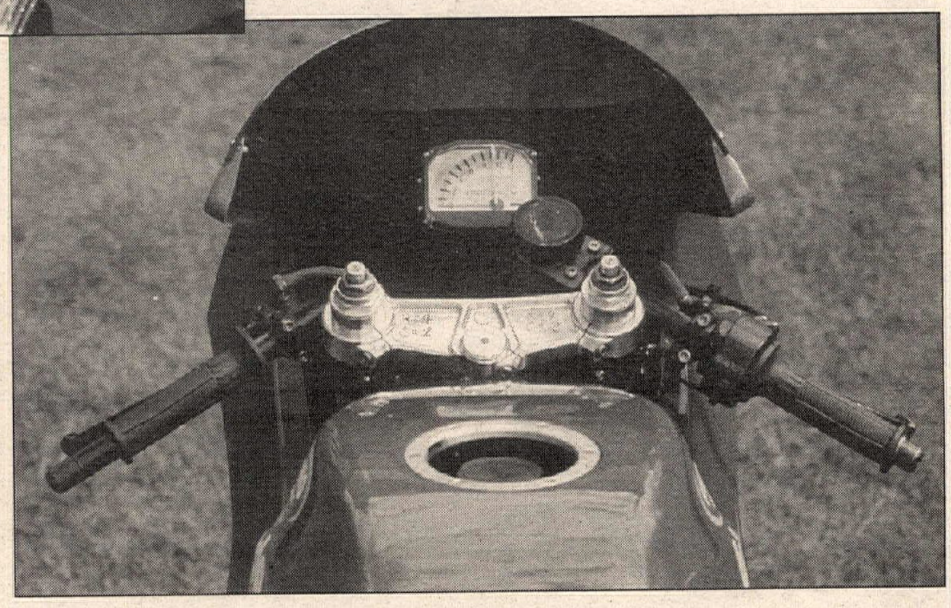
(Right) The bike went from a wobbling, headshaking nightmare to a stable, quick-handling race bike after its season of development. (Below) One of the handling fixes was to lengthen the oval-tube swingarm - sourced from the Mantra - to shift the weight bias forward.



(Below) Initial handling woes were caused in part by having the wrong triple clamps fitted at the beginning of the season - trail was only 73mm. These were remachined to deliver 94mm and helped stability immensely.

In the hands of local rider Scott Tulk, the Bimota proved the worth of these radical alterations by breaking the Sound of Thunder lap record at Perth's Wanneroo race track, en route to another race win, this time in its new-and-improved guise. So it was a very different but now race-proven bike I encountered on its return to Europe for the third round of the World Series, again at Donington, for the August Forza Italia meeting.

In qualifying fourthon the grid behind Ian Cobby's Raceco Guzzi 8V, I realized at once how effective Henry's fix-it tricks had been. Though he'd gone



Vee Two Bimota DB2R

Specifications

Engine	Air-cooled, SOHC, 90-degree V-twin desmodromic four-stroke with belt camshaft drive
Bore x stroke	94 x 68mm
Displacement	944cc
Output	105 bhp at 9700 rpm (at rear wheel)
Compression ratio	11.5:1
Carburetion	(2) 41.5 mm Keihin FCR flat-slides
Ignition	Krober self-generating/no battery
Transmission	six-speed
Clutch	Multiplate dry
Chassis	Chrome-moly steel tubular spaceframe
Suspension	
Front	43mm Paioli inverted telescopic forks
Rear	Oval-section aluminum tubular swingarm with single Ohlins shock and rising-rate linkage
Rake/trail	23.5°/94mm
Wheelbase	55.5 inches
Weight distribution, front/rear	51/49 percent
Weight	325 pounds with oil/no fuel
Brakes	
Front	Dual 320mm PFM cast-iron discs with four-piston Brembo calipers
Rear	Single 190mm PFM steel disc with two-piston Brembo caliper
Wheels/tires	
Front	125/600-17 Bridgestone radial on 3.75-inch-wide Dymag wheel
Rear	190/640-17 Bridgestone radial on 6.25-inch-wide Dymag wheel
Top speed	163 mph (Mettet, Belgium)
Year of construction	1996
Owner	Vee Two Australia, Perth, W.A., Australia

rather too far in dropping the seat height - you sat in the bike rather than on it - the weight distribution was much better and the DB2R stopped wheelying out of turns every time you got hard on the gas.

While this was all fine, it was the steering geometry that was most improved. The most obvious evidence was that the bike stopped wobbling in a straight line or around uphill turns like Starkeys at Donington. At last I could hold it wide open everywhere I wanted to.

It was also more stable turning into a bend on the brakes, whereas before it had often felt as though the front wheel would tuck under at any moment. And those brakes (proper cast-iron rotors made by PFM in Britain, gripped by Brembo four-pot calipers) are really great, especially with desmo engine-braking assistance. So, gone was the feeling that you might not get out the other side of a turn with the rubber side down if you went in too deep on the brakes, and in its place an inspiring ability to do just that - Bimota handling as it should be, delivered from Rimini via Perth!

The Forza Italia race underlined the dramatic improvements wrought by Henry and his team. While Cobby grabbed an early lead on his Guzzi and pulled away to win, I made a dreadful start with a monster wheelie on the Donington start line, and found myself 12th going around the first turn. A combination of anger and desperation saw the Bimota up to fifth by the end of the lap, helped by outbraking groups of two and three bikes at a time into the chicane and hairpin - the bike now braked "with confidence," as they say in the biker's book of road-test cliches.

A brief tussle for second place with Francis Williamson's Chris Clarke Ducati 900SS ended when his motor blew, leaving me four seconds behind the Guzzi, en route to another rostrum finish ahead of Baines, and a more secure World Series points lead.

The next round was on the long, ultrafast Belgian public-road circuit at Mettet three weeks later, where I qualified third on the grid behind the three-cylinder Triumphs of Steve Linsdell on the PFM Saxon-framed bike, and John Laker on the big-bore naked Lilley racer, then found myself in a torrid slipstreaming battle with the two British bikes, which were quicker but didn't handle the fast, bumpy turns as well as the now good-handling Bimota.

With Henry now back in Australia, mechanic Steve Carthy had taken the DB2R to top British suspension guru Ron Williams' Maxton shop to have the Ohlins shock dialed in properly, and it paid off. I could hold the Bimota hard on the gas around Mettet's rippled racer road, while the heavier triples, which should theoretically have ridden the bumps better, leaped and jumped around so badly that their riders had to back off the gas.

That stability would let me get in front, only for Laker to power past me down the next straight - forcing me to tuck in behind him to ride his draft. Laker was very good on the brakes at the chicane, and could block my passing attempts even with a heavier bike, but I checked several times I could out-accelerate him to the line even coming

Desmo thunder from Down Under

No disrespect to the handling qualities of the Bimota chassis once we finally got it dialed in properly, but what won the BEARS World Series title for us was the outstanding performance of the Vee Two Australia two-valve desmo motor.

Considering that there have been around eight two-valve Ducati belt-drive engines built over the past two decades for every one Superbike-derived 851/888/916 desmoquattro, and that these are much more accessible in terms of cost as well as tuning potential for the home enthusiast or private team, it's a bit of a mystery that there are hardly any aftermarket tuning parts for the more humble two-valve engine design, which almost 20 years after Dr. Taglioni first produced it, is still capable of holding its own even in carbureted form with more recent, more exotic, more costly multivalve motors. The range of tuning parts Vee Two is launching as a result of an R&D program headlined by our BEARS World Series campaign is sure to help prolong this situation.

The engine in the Vee Two Bimota started life in a '92 Ducati 900SS roadster, which formed the testbed for Henry's R&D program throughout 1995, before it was plugged into the race bike for this season.

Drawing on his experience with the RV-1 - the bevel-drive desmo converted to belt-drive operation that Owen Coles took to fourth place in the '91 Daytona BOTT race - Henry began by lightening the crankshaft slightly (about a pound) and rebalancing it, fitting Carrillo rods and punching capacity out to 944cc (94 x 68mm) with the help of special ultra-slipper 2mm-oversize pistons made in the United States to Vee Two's specifications, with ceramic-coated crowns and low-friction coated skirts.

Like everything else in the engine, these are available from the Vee Two catalogue for customer sale, while Henry also operates a service building up customers' own engines from all over the world to the same specifications.

After trying a range of compression ratios from 10.5:1 up to 13:1 (compared to the stock 9.5:1), he settled on the 11.5:1 spec run all season.

"Partly that was due to detonation problems even with the ELF race fuel we run on," he says. "But mainly because if you run too high a compression you get lots of torque and acceleration, but it won't rev. Our engines have loads of grunt, but we needed top-end performance."

However, the real trick to almost doubling power output from the stock Ducati 900SS's original 68 bhp up to the 105 bhp at 9700 rpm is in the cylinder heads. Brook welds these up completely and starts over again, though for '97 he's manufacturing his own aftermarket heads which will incorporate all the changes developed on the race bike.

"The whole problem with the older Ducati engines is that the cylinder-head design's all wrong, even by two-valve standards," he says. "You can only get it to flow air properly and produce the right amount of horsepower by means of radical surgery, which our new heads will allow anyone to achieve by bolt-on means."

That surgery includes lifting the port heights and reangling them on both intake and exhaust, as well as reshaping them to Vee Two's distinctive D-profile to promote turbulence on the inlet and extraction on the exhaust. Valves are also reangled by two degrees each (the maximum possible in the Ducati head design) to create a slightly flatter, 56-degree valve angle, with a completely reshaped combustion chamber which, like the piston crowns and valve heads, is ceramic-coated to retain heat - and heat, after all, is power.

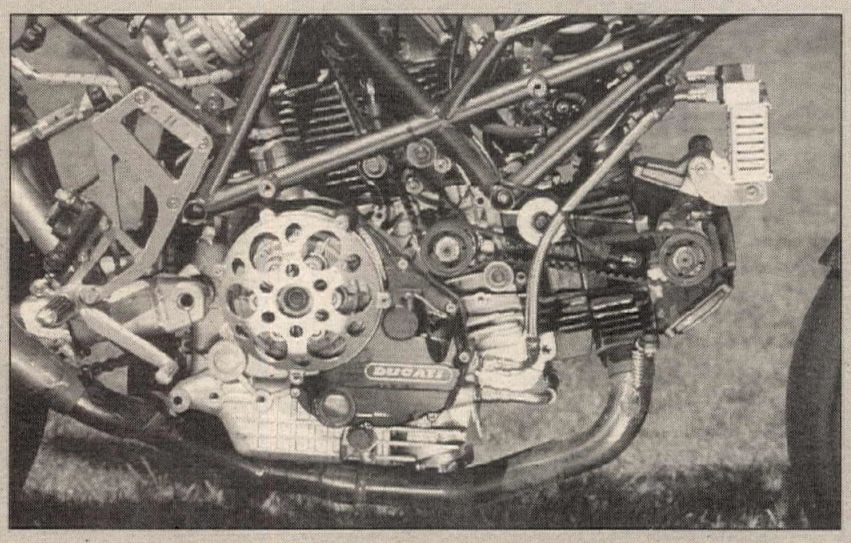
Valves are special Vee Two tuftrided and swirl-polished oversize items, the inlet 45mm (up from 43mm on the stock 900SS) and exhaust 39mm (38mm). Desmo camshafts are the most radical of the three different types Vee Two offers for sale, a high-lift/increased-duration design with lots of overlap for optimum flow at the five-figure rpm levels the engine is tuned to run at, but with the standard rockers retained.

Big, 41.5mm Keihin FCR flat-slide carbs are fitted - "bolt-on horsepower", says Henry - with a downdraft design on the front cylinder and a sidedraft on the rear, both fitted with short manifolds.

Exhaust is a special 2-1-2 Vee Two design with Henry's trademark fully sealed crankcase-ventilation system, which uses the exhaust pulse to create negative crankcase pressure via a breather pipe connected to the exhaust system. We also use over silencers borrowed from my TRX850 Yamaha parts bin, which allowed us to meet the very strict Assen noise tests.

Perhaps the most radical externally apparent change to the engine is fitting the self-generating Krober ignition, the use of which involves cutting off the left end of the crank in order to mount the external rotor.

"The Krober has a very serious spark - 44,000 volts at the plug," says Henry. "More to the point, though, fitting it also means you can junk the battery, alternator, alternator cover and rotor, charging circuit and all the ignition system, which saves around 7 kilograms (15.4 pounds) in weight. You're essentially left with a rotating mass of just 200 grams (half a pound or so), which also means the engine picks up revs much faster. Krobers used to be unpopular because they had a fixed ignition curve, and while it's true that this was a handicap in terms of power delivery, this one has a dual curve and there's a variable-advance model coming out shortly. The other advantages of using it are too great to pass up."



Originally, the engine used a twin-plug setup, but Brook found his revised heads delivered such good combustion this wasn't necessary, so it's not connected anymore.

The transmission is the stock 900SS six-speed gearbox and dry clutch, but with each individual gear lightened and the alloy clutch basket replaced by a lightweight Vee Two steel one which doesn't wear out as quickly.

Everything that can be lightened has been, and the result is a really nice, positive gearshift and light clutch action that is, however, a little sudden. Coaxing the Bimota off the line without having the front wheel reach for the stars is an acquired skill I find the best results are achieved by hitting second gear as soon as the bike's moving, then using the Vee Two motor's megagrunt to max out acceleration.

The street gear cluster's bottom gear is really too low for the race track, but otherwise the ratios are fine, especially with such a torquey motor. No need for a close-ratio cluster such as Henry has developed for the five-speed bevel-drive V-twin desmo motor. But, just the same as on the older engine, he's fitted new Vee Two primary gears.

"The original Ducati primary has a 2:1 ratio," he explains. "Which means the gear shock you get from a 90-degree V-twin big-bang motor is transmitted to the same tooth on the primary gear every time, till it eventually breaks. Our straight-cut primary has a hunting-tooth design to spread the load, with the profile of the gear altered to absorb it better. It's a really important modification."

I've ridden and raced dozens and dozens of two-valve Ducati engines down the years - but never anything like the Vee Two motor. Starting it gives a clue why: It's so free-spinning with such reduced inertia, you have to be very quick on the clutch to catch it as it fires, rather like a two-stroke - because if you fail, the backlash through the transmission will actually snap the chain, as we found out the hard way at Daytona.

On board the bike, it has an appetite for revs that will make you forget it's "only" a two-valve motor, spinning very fast up to the five-figure mark. There's good power all the way to 11,000 rpm, where it finally tails off.

But Henry's real trick is to have combined this free-spinning, high-revving character with absolutely explosive bottom-end grunt. The way the Bimota accelerates out of slow turns would do credit to a 995cc four-valve desmo superbike, and puts a big strain on the rear Bridgestone slick, which so far has proved up to the job - but only if you take a cue from the 500cc GP/Superbike world and stand the bike up a little with the back brake exiting turns, to get a solid drive from the fat part of the tire.

Considerable efforts were put into tuning the 900SS-sourced engine, including starting over with the cylinder heads to the point that they were welded up completely and reported. Low-end grunt is phenomenal.

It'll pull cleanly out of a bend from as low as 4000 rpm, but from 6000 upward there's a strong extra kick, and I usually change up just before 10 grand - the six-speed gearbox keeps the engine comfortably in the powerband if you do this.

But that lovely bottom-end grunt means you can short-shift if necessary, not only to keep the front wheel on the deck at the start, but also to get optimum drive out of slow corners, riding the torque curve all the way. Dynamic!

The flat-slide carbs help contribute to the punch out of turns, as does the relatively high compression ratio, but it's the painstaking way Henry has reduced inertia and internal friction in the engine, as well as the camshaft design, that's done the trick. And yet, it's still so smooth - there's hardly any vibration from the solidly mounted 90-degree V-twin motor, which made it an untiring ride in the 50-mile BEARS rounds.

Once we had sorted out the carburetion properly - in addition to the main jetting, the Keihin flat-slides have an air jet that took us a while to learn how to dial in properly - the Bimota gave no mechanical worries all season, apart from a smoky last three laps caused by a broken piston ring during the Assen round.

And an identical motor in the hands of Les White won the 1996 U.S. Formula 1 BOTT and BEARS titles for Vee Two Australia, too - quite a season for the desmo thunder from Down Under!

out of the last turn in second place, thanks to the awesome low-down punch from the Vee Two desmo motor, allied with the Bimota's lighter weight.

After Linsdell retired with a blown engine - and with its 105-plus-mph average lap speeds, Mettet is an engine killer - I was pretty sure of victory, even before Laker's engine started to steam up and forced him to retire with an overheating engine.

Tough luck after a brave ride - but even with Baines third I was now firmly on course for the title, with the added satisfaction of a race victory at last, too.

Another three weeks went by, before the fifth round at Assen in Holland, at which a Britten now reappeared in the hands of Kiwi rider Stephen Briggs. The huge field of entries meant a dozen non-qualifiers, and a real battle at the front of the field in the early laps, before the Britten asserted itself. And my scrap for second place with ex-500 GP rider Cees Doorakkers, guest riding the Raceco Guzzi 8V, ended with Doorakkers pulling away and closing slightly on the Britten before the flag fell.

Any remaining doubts about what a superb-handling bike the Bimota had now been refined into were dismissed by the way it handled the demanding, sweeping turns of the Dutch circuit. Before he used the Guzzi's superior top-end speed to pull away down the straights, Doorakkers was actually getting in my way on the back of the circuit, where the shaft-driven V-twin handled less confidently, and the now-ideal weight distribution and suspension setup of the Bimota allowed me to max out corner speed so well that I only just got away with using a soft front Bridgestone in the cool conditions. It just lasted the distance but after getting a pit signal that Baines was out of the race, I cruised to the flag. Third place on the day - but victory in the championship, making it unnecessary to contest the final round in Australia at the Phillip Island World Superbike round with the Bimota - a race won by Stroud on a Britten to clinch third place in the World Series behind me and Geoff Baines.

Well, we did it. Due reward - first for Bimota coming to our rescue at such short notice before the opening race and supplying us with a works chassis, then for a season of hard work and due determination by Henry and his team to beat the problems that arose from the last-minute creation of a bike that was born in Florida with a chassis sent from Italy and an engine from Australia, ridden by a British rider in a true World Series.

There were times when we all asked ourselves if it was worth persevering - but a combination of stubbornness and the will to succeed paid off.

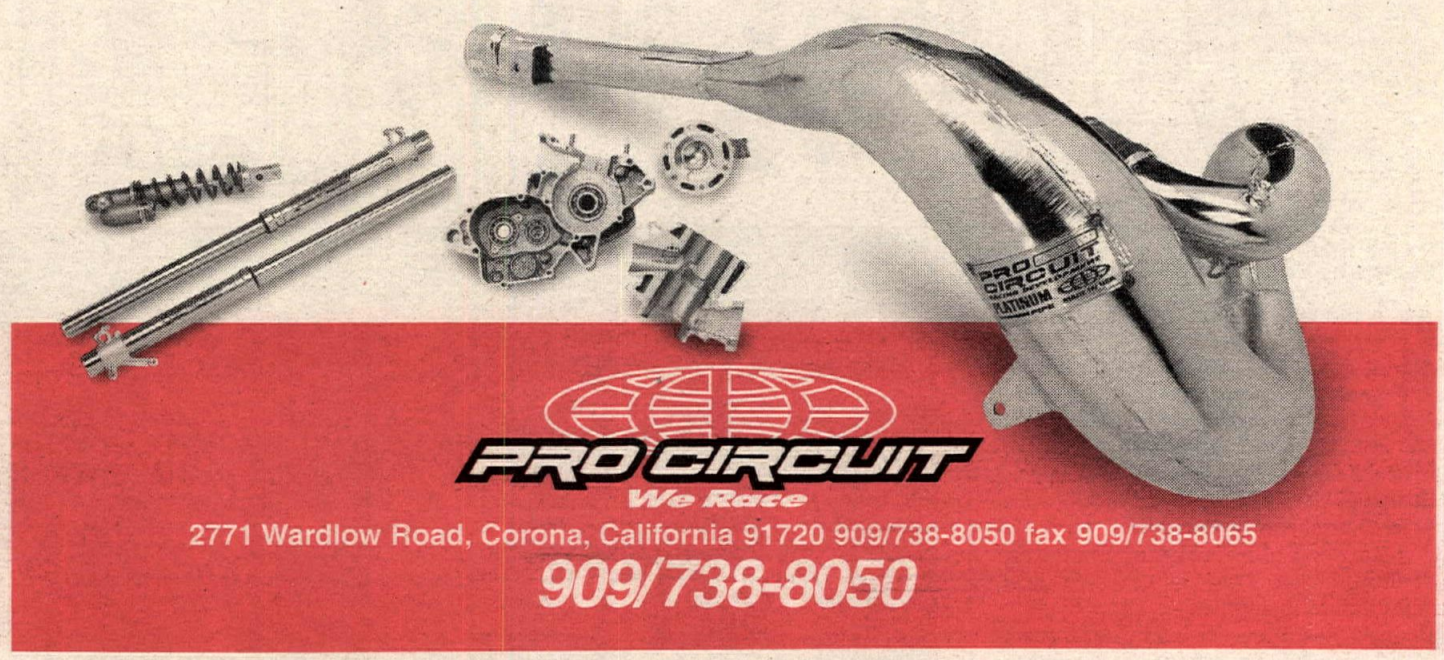
"Considering we had to do all our R&D at the race track, it was a really satisfying outcome to the season," Henry says. "It's also shown our customers Vee Two can win a world series title with the same technology they can buy for the street or track - what we race, we sell!"

Now, after a short track career which has seen it win four races in six starts, finish second and third once with no DNFs and never off the rostrum, the Bimota's been honed into an extremely effective racer that's enjoyable to ride, with good handling manners and that great punchy engine. As such, it's sure to give Vee Two's American rider Les White a good shot at retaining his U.S. BOTT and Sound of Thunder titles in '97. Here's the Bimota baton, Les: Go for it! CN

Tonopah 300, What Can We Say?

The riders listed below, on their Pro Circuit equipped bikes, dominated, cleaned house, chewed-up and spit-out, waxed, and tore 'em up at the Tonopah 300. We do it time-after-time, at every race ... you get the picture.

Overall Finish	Class	Class Finishing Position	Riders	Pro Circuit Equipped Bikes
1st	Open Pro	1st	Donnie Book Dave Ondas	KX500
2nd	Open Pro	2nd	David Hamel Dennis Belingheri	KX500
3rd	Open Pro	3rd	Destry Abbott Scot Harden	KTM360
	125 Pro	1st	Quint Betts John Spaeth	KX125
	250 Pro	2nd	Steve Hengeveld Oakley Lehman	KX250
	250 Pro	3rd	Keith Cayton Rick Aldridge	KX250
	4-Stroke Under Pro	2nd	Craig Hunter John Kawell	XR440
	4-Stroke Under Expert	2nd	Larry Roeseler Karel Kramer Ed Tripp	Stroker KLX300
	Over 30 Amateur	3rd	Bruce Hendel Duane Vanadestine	KTM360
	Over 30 Sportsman	1st	Rob Miller Dana Jones	IMS XR600



(Left) Waiting in the remote Mexican town of Batopilas for Roger Pattison's extreme trail ride to begin, the Beta 260 Alp borrows from the parts bins, using a new Techno engine (less computer-controlled ignition) and recent suspension with a frame based on the world championship-winning '89 TR34C. The seat is bigger than usual trials fare (as is the tank) but it unbolts quickly for pure trials.

Weapons for the Extreme

By Mark Kariya
Photos by Roger Pattison and Kariya

In the era of specialization, people often tend to dismiss any multi-task product as incapable of the type of performance they seek due to the compromises that must inevitably be accepted in order for it to do several things well. Nowhere is this truer than in the world of dual purpose or dual sport motorcycles.

Dual sport bikes are a study in the art of compromise. They are asked to meet strict federal mandates for street legality - which means a lot of heavy equipment - and also be eminently dirt-worthy, which means being light and agile. Can you see the problem here?

The compromises that are made to meet both standards often result in a bike that is genuinely satisfying to only a small number of asphalt aficionados or dirt devotees. Sure, the situation is improving as technology advances, but, by and large, the demands of both fields are so disparate that there will always be a noticeable gap.

But what would happen if the dual sport dilemma was approached from a different direction? How about taking single-purpose dirt bikes and making them more appealing to a greater cross-section of trail riders? It'd be sort of like the dirt equivalent of taking a Ducati 916 and fitting it with passenger accommodations and some luggage for serious two-up sport-touring.

That's the sort of route that renowned trials manufacturers Beta and Gas Gas have gone. Trials bikes, of course, are very specialized, and though they can be used for trail riding, their minuscule fuel cells and lack of real seating tends to disenchant most people interested in a full day on the trails. So Beta and Gas Gas took a bike apiece out of their lineups, blessed them with better bum rests, added premix capacity and a few other odds and ends, and wound up with a very different sort of dual sport bike: a trials/trail bike if you will.

Beta's version is the Alp; Gas Gas calls its rendition the Pampera. In a nutshell, these are trials bikes that make concessions to the trail rider who wants to tackle scraggly paths that would give an AA enduro racer fits. The Alp and the Pampera are aimed at the extreme trail rider. We sampled the 260 Alp and the 370 Pampera, which is also available in the U.S. as a 250. Though both manufacturers follow the same general concept, each has approached it in a different manner, resulting in bikes with distinct characteristics.

GETTING ACQUAINTED

Beta basically mixed and matched items from its Italian inventory to come up with the Alp. The frame is the conventional steel-tubed, tried-and-true unit that originally came on the '89 TR34C (you may recall Jordi Tarres won the world trials championship for Beta that year). Housed within those rails, however, is the current liquid-cooled, six-speed Techno 250 engine - minus the high-zoot (and more expensive) computerized ignition. The Alp's suspension doesn't include the latest, sexy, deep-gold-hued titanium nitride-coated con-

(Above) The Gas Gas 370 Pampera strikes some as being a reincarnation of the old Bultaco Alpina. The powerplant is taken from last year's JTR 370 trials bike, and the Spanish factory designed a Pampera-specific frame-longer with milder geometry-though it uses the trials swingarm and linkage. A 2.0-gallon tank and large, cushy seat provide more range and comfort.

ventional fork from Paioli, but rather the firm's older inverted units are found in the Alp's triple clamps. The Alp carries about a half-gallon more fuel than the Techno's 1.1-gallon cell, and even more capacity is available via optional auxiliary tanks (both sidesaddle and fork-mounted) from Acerbis. Cosmopolitan Motors, Beta's U.S. distributor, suggests a $4190 price tag for the Alp.

Gas Gas is a newer company so it couldn't go back quite as far for parts, but it does seem to share philosophy with a previous Spanish manufacturer Bultaco.

"I like to think of the Pampera as a reincarnation of the [Bultaco] Alpina," says Gas Gas tech. rep. Jim Snell.

Though it uses the same swingarm and linkage as Gas Gas' hardcore JTX trials bikes, the Pampera's chromed steel frame is a bit longer with milder geometry than the current JTX aluminum chassis. The 38mm conventional Gas Gas fork lacks the adjusters and titanium nitride coating of the JTX, and the Boge shock is also less sophisticated (and less expensive) than a JTX damper. The liquid-cooled, six-speed engine saw its first use in the'96 JTR 370; in the Pampera, the 338cc mill employs a slightly different exhaust and silencer. The Pampera carries a $4949 price tag.

TO BOLDLY GO...

Both bikes are targeted at those who wish to tackle the extraordinarily rugged trails that only trials bikes are suited to, yet who also desire to maintain some degree of comfort and civility when the trails become fire roads. In Europe both qualify as street-legal, of course, which explains features like high/low-beam headlights, turn signals, etc. Both are ideal for the transportation needs of those who live in remote villages and want to buzz to the next town for a visit/date - hence the buddy pegs - or to bag a few items and strap them to the carrier racks.

With the extreme terrain that these motorcycles were designed to tackle not abundantly found in the U.S., adequate testing could have proven to be, well, a compromise. But when Roger Pattison of New Mexico invited us to tour the remote Copper Canyon region of Chihuahua, Mexico, it seemed like the perfect time to evaluate the Alp and Pampera. After all, no motorized vehicle had ever before conquered the trails which used to constitute the primary links between the isolated former mining towns of Batopilas and Urique.

"Other attempts have been made but ended dismally," Pattison said and added the following warning: "This is not a ride to be on without preparing physically, mechanically and mentally! The more you can learn by reading about the Copper Canyon system and the Tarahumara Indians who live there, the better you will enjoy the experience. We have several years planning and lots of canyon experience to ensure that this is the most serious attack yet. The canyons are steep, deep, remote and very rugged. This will not be a race, but it will be a real test of preparedness, skill, endurance and nerves.

"The trail we will travel is known as the Camino Real or main highway," Pattison continued. "For years it was just that: The only access to the Batopilas gold and silver mines by horse, mule or foot. Parts of the trail are merely a narrow ledge thousands of feet above the canyon bottom, while other parts are along the 'spine' or sharp ridge separating the canyons."

(Left) Most switchbacks required the sit-and-paddle technique, but it was no problem with the Alp. Being a 260 it did require a bit more clutchwork than the Pampera, but it also felt more like a pure trials bike and provided greater ground clearance - especially at the footpegs. We added the Acerbis Rally guards to prevent lever breakage but still managed to snap one on the Beta.

(Right) The Gas Gas won in the engine department. Thanks to more displacement, it proved to be as unstoppable as a tank no matter what obstacle the rider faced. Plunk it into first, sit back, paddle, and it found traction where none should have been, especially in loose rocks. We weren't as thrilled with the low pegs and brake pedal which became targets of rock abuse.

BEATING THE BURROS

Pattison hired a most competent guide, Ray Molina, who's been conducting mountain-bike, hiking and burro tours in the area for about eight years. Fluent in both English and Spanish, he also knows a few Tarahumara phrases as well as customs, people and life on the trail. A local father-and-son team would take care of the burros, which would carry fuel and other supplies needed for the planned four-day ride. Also along was Pattison's friend and New Mexico expert trials rider Rob O'Neill, who mixed stints on both of our test bikes with sessions on his personal Gas Gas JTR270.

Since no one had ever ridden the trail between Batopilas and Urique, and Pattison had only second-hand reports on its conditions and severity, he could only guess just how tough it would be, but it didn't take long to find out. After a few warmup miles to meet the burro train in the village of Cerro Colorado, we soon learned why the trail had defied all attempts at passage by motor vehicles.

Most of the first few miles of trail after Cerro Colorado climbed out of the canyon bottom and consisted of loose rocks that demonstrated the upsetting tendency of fleeing whenever touched by tires. The result? Very little control. This proved to hamper efforts at negotiating the tight switchback turns which also often featured huge steps. It was nearly National Championship trials-caliber in terms of difficulty, making it challenging even for O'Neill on his JTR. However, none of the "trials" sections were ever too long.

By the time the group reached a suitable site to camp for the night, we were about 10 miles from Batopilas. Not counting the stop for lunch and getting the burros in Cerro Colorado, that required five hours of riding! Keeping up with Molina - who carried his mountain bike on the gnarly climbs - and staying ahead of the burros became a fairly major task.

But with their trials-tuned engines, the Alp and Pampera handled the terrain well. We could simply drop down into first or second gear and chug along. If a trail became too difficult, all we had to was plop down onto the seat and paddle through with our feet. The Alp at times required a bit of clutchwork to prevent stalling, but with its easy-pull hydraulic clutch, that rarely required much more than thought.

Due to its larger engine, the Pampera proved to be the grunt king, as you might expect, making clutch use a rare option in even the most demanding sections. The big flywheel and ample torque

Gas Gas Pampera 370

Specifications

List Price	$4949
Displacement	333.2cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore x stroke	83.4 x 61mm
Compression ratio	N/A
Carburetion	26mm Dell'Orto
Ignition	Electronic
Transmission speeds	6
Starting system	Kick
Fuel capacity	2.08 gal.
Wheelbase	N/A
Rake/trail	N/A
Seat height	N/A
Front tire	2.75-21
Rear tire	4.00-18
Front wheel travel	6.8 in.
Rear wheel travel	6.8 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	187.3 lbs.

Gas Gas USA Inc.
7801 Eastside Dr.
Kansas City, MO 64152
816/741-7615

Beta Alp 260

Specifications

List Price	$4190
Displacement	260.7cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore x stroke	76x 57.5mm
Compression ratio	10.9:1
Carburetion	26mm Dell'Orto
Ignition	Electronic
Transmission speeds	6
Starting system	Kick
Fuel capacity	1.5 gal.
Wheelbase	52 in.
Rake/trail	N/A
Seat height	32.3 in.
Front tire	2.75-21
Rear tire	4.00-8
Front wheel travel	6.5 in.
Rear wheel travel	7.0 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	184 lbs.

Cosmopolitan Motors
301 Jacksonville Rd.
Hatboro, PA 19040
800/523-2522, 215/672-9100

combined to force the rear tire to find traction in the many loose rock sections. If we came out of a switchback on rollers, feet dabbing wildly, and found ourselves suddenly staring at a huge step to climb, a blip of the throttle was all that was necessary. The Pampera somehow, magically even, would dig down, loft the front wheel slightly and create the momentum needed to climb to the next level. It might not have been pretty, but in either case the Beta and Gas Gas got us through just about every section; in only a few instances did we "five" anything, and that was due primarily to lack of skill, not any shortcoming of the bikes.

Both bikes carbureted cleanly from about 1600 feet to 7500 (according to the GPS Pattison carried). In addition, they delivered outstanding fuel mileage; the two consumed less than nine gallons over the four days and 69 miles, the majority of which weren't as bad as the first day, though some were equally heart-pounding.

Shifting was on par for Euro trials bikes, though they are not as slick as a Japanese tranny, and it's nearly impossible to find neutral at a stop with the engines running. The Alp's shifter also seemed to be located a bit awkwardly, and we bumped it out of gear unintentionally a fair number of times, though we didn't take time to attempt a cure by moving it up a bit.

At first, the generous padding of the Pampera's seat seemed like potential trouble when paddling. After all, not everyone has inseam measurements rivaling Michael Jordan. Though it's not tall compared to a motocrosser or enduro bike, the Gas Gas saddle did appear to be about two inches taller than the Beta's slim and trim design, which let the rider fling feet downward easily whenever paddling became the style of choice. For those interested in riding a trial, the Alp seat quickly detaches, revealing the standard trials seat substitute. Not so with the Gas Gas, though the red bike is certainly more comfortable if you need to go two-up down a fire road.

Jumping back and forth between the Alp and the Pampera, the two personalities of the machines began to emerge more distinctly, with the trials bias of the Beta revealing itself. The standing position keeps your feet up and farther back, so its front end feels light; when the speed picks up it's not quite as stable as the Gas Gas. On the other hand, the pegs of the Spanish bike are lower and about two inches farther forward than on a Gas Gas trials model. Combined with the taller seat, that gives the rider and passenger more legroom when sitting, but it also places the rider's feet pretty low. We constantly bashed the pegs and bent the brake pedal, and we had to remember to stay on the balls of our feet with toes pointed up to prevent smashing them.

Oddly - or maybe not - the Alp felt a bit firmer in the suspension department - both in spring pressure and damping - though it's still not ready for a fast enduro loop. With its more normal sitting and standing ergos, the Pampera felt better when trails opened up to allow a degree of speed. However, neither bike is meant for whoops or even moderate air unless you keep the speeds down. The suspension on the Alp and Pampera are, after all, still derived from trials weapons and are at their finest when the going is toughest.

When it was time for a break, the Beta provided the easiest kickstand to access. The Gas Gas unit was a bit more flush with the swingarm, a bit more flimsy, and was definitely more difficult to employ.

In addition, both petcock and spark-plug access on the Pampera are hampered by their locations. A plug change demands removal of the gas tank, though that's an easy task. It was just the opposite for the Alp. Given a little time, its spark plug can be reached without taking anything but the plug cap off. Luckily, neither bike required a trail-side plug change. Of course, if you want to get to the Alp's air filter, be prepared to unbolt lots of bodywork, unlike the Pampera which needs only one sidepanel removed.

WHAT DO YOU WANT TO DO?

Both bikes came through the four laborious yet exhilarating days without suffering major damage. The Gas Gas's pegs were bent back, and its brake pedal needed straightening, but that was about it. Pattison hit an unexpected neutral on the last day and flipped the Beta, breaking the front brake lever, but that was its sole injury.

Pattison offered this evaluation: "These two bikes are marketed as dual sport trials/trail bikes, and the definition of dual-sport suggests some compromises. To me, the compromise wasn't enough on the Beta because, it looks like what they tried to do is build a bike, that would act like a pure trials bike with a little bit of extra gas [capacity], a seat and buddy pegs. It doesn't really answer the need, to me, because if that's what you want, then why not just put up with a regular trials bike? To have a real compromise, you have to integrate the things that make a trail bike what it is: Have a little bit of ability to ride it sitting down, with some comfort and handling control. So, I would compare these as being the compromise vs. the convertible because that seems to be more the angle they took with the Beta. To make it a convertible, take the seat off and ride pure trials with it, but yet it's not set up strictly as a trials bike. So it's a compromise from being a trials bike, but it's not enough of one to make it a real user-friendly trail bike to me."

O'Neill also favored the Pampera due mostly to the engine and overall comfort, but he preferred his pure trials bike even for this extreme trail ride.

"The Pampera would be a very nice machine, because then you've got the comfort with the engine, plus it actually trials-rode pretty good," O'Neill said. "I was fairly impressed with it, with the way it went up rocks."

As mentioned earlier, both companies take a different approach to building dual-purpose trials/trail bikes. Beta uses tested components to produce a motorcycle which is markedly trials oriented yet is quite usable for extreme trails. Gas Gas, on the other hand, probably did a little more work to come up with a trail bike that would be perfectly suitable for trials competition in the lower-division classes. Both, however, are ideal for extreme trails. All you need to do is prioritize the rest of your riding: Trials ability or trail comfort. CN

Recreating the extreme dream

If you'd be interested in exploring the nearly untouched beauty of Copper Canyon and feel ready to tackle something like this extreme ride, Roger Pattison is readying more expeditions (For those whose ability might not match their enthusiasm, he also conducts dual-sport-suitable tours, sticking primarily to dirt roads and easier trails).

But why go all the way to Copper Canyon in the first place? After all, it does require almost two days of driving from El Paso, Texas, to get there. Aren't there gnarly trails in the U.S. that you could ride?

"I'm not personally aware of very many trails that are open and accessible to off-highway vehicles in the United States that would be this extreme," Pattison said. "Most trails that I have access to or know of access to - in our state (New Mexico), at least, and in most states where I've ridden - are very ridable with enduro bikes. And [if] you consider an extreme trail one that's really tough on a KDX220, most people wouldn't even consider getting a trials bike to ride a trail ride. So I'm not sure if there is a comparison there unless there are some extreme trails that I'm just not aware of [in the U.S.], which is sure possible.

"A couple other aspects," Pattison said. "Of course it takes a lot longer to get there, and there are the hassles of going across the border. To some people, I think, that provides the ultimate adventure: going into a foreign country, being subject to their own preparedness to get along, being pretty remote, and seeing a country and way of life that hasn't existed in the United States in over a hundred years. That, to me, provides a lot of the fun and the challenge. But, I think the main thing is almost any trail I know of that matches the extremities that these do are purely hiking trails. They're totally closed off; they're in wilderness areas."

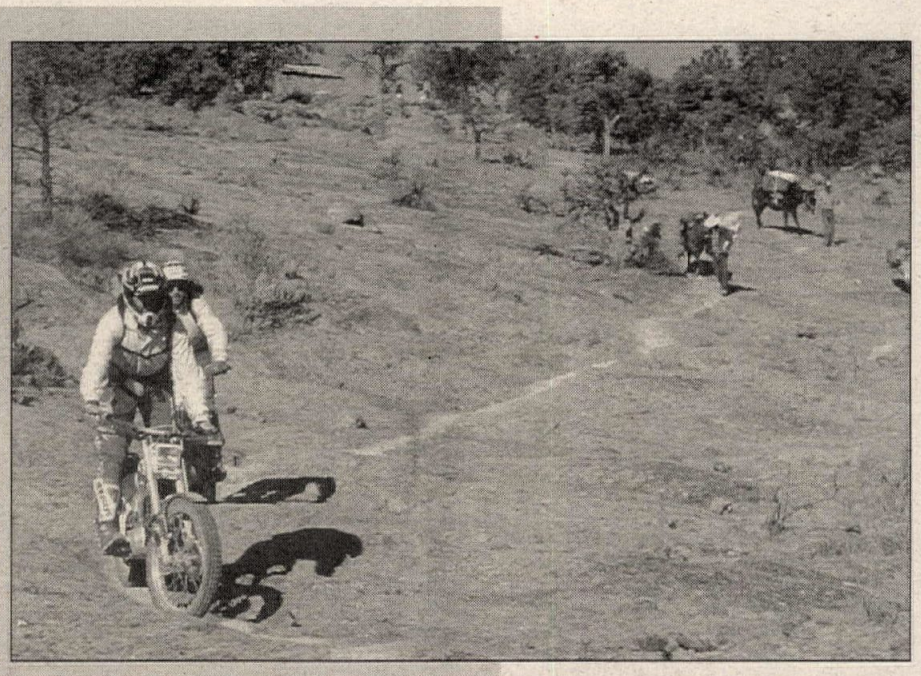
New Mexico trials expert Rob O'Neill said he feels that the ride is enjoyable and worthwhile.

"I'm always interested in extreme rides," O'Neill said. "This sounded like it was an adventure, and any adventure sounds like fun to me. I've been running a business for two and a half years and had been adventuring for quite a bit of my youth, so I felt kind of 'stuck.' Now, I want to go play, and this sounded like a good place to play and was. It was a wonderful trip; I had a great time. It was everything I imagined it would be. I imagined it was going to be worse than it was, but it was about as worse as I'd want it to be. This is extreme as I wanted it to be. It was perfect.

"This trip would really be worthwhile for people that know any Spanish at all," O'Neill said. "This trip to them, if they enjoy trail riding and they speak Spanish, this trip would probably be the trip of a lifetime for them. I really do think that it's verging on that. It was a remarkable trip. If I would've known more Spanish, it would've been one of the best - hell, it already is the best trip I've ever been on. It's pretty remarkable. Of course, it's also the longest vacation I've ever taken."

With travel time and all, count on a nine- or 10-day trip being in the neighborhood of $1500 from El Paso. That price would include round-trip transportation from El Paso for a rider and bike, accommodations (client would need a sleeping bag for the nights spent camping; a few nights are in hotels), meals (except for some trail food and snacks), guiding and packing services. Personal effects, money for souvenirs and other extras are, of course, the client's responsibility.

Copper Canyon is best visited in the spring months. August should be avoided due to the rain, which makes access via the dirt roads uncertain. For more information, contact: Extreme Expeditions, 2343 SR209, Clovis, NM 88101, 505/985-2374.



(Above) Most trails in Copper Canyon have been used only by those on foot or with beasts of burden, and even they have left well-defined paths in places. The Beta and Gas Gas were the first motorized vehicles to traverse them and proved quite adept at both the toughest sections and ones like this where you could rest.
(Left) Part of the allure of Copper Canyon is the opportunity to meet Tarahumara Indians like Perfilio here, who visited Pattison's group one evening to sell baskets and flutes, which the gringos eagerly bought for souvenirs. In the background left, several ridges over, is Batopilas where the ride started and ended. Access is difficult even today, as only a dirt road leads to it.

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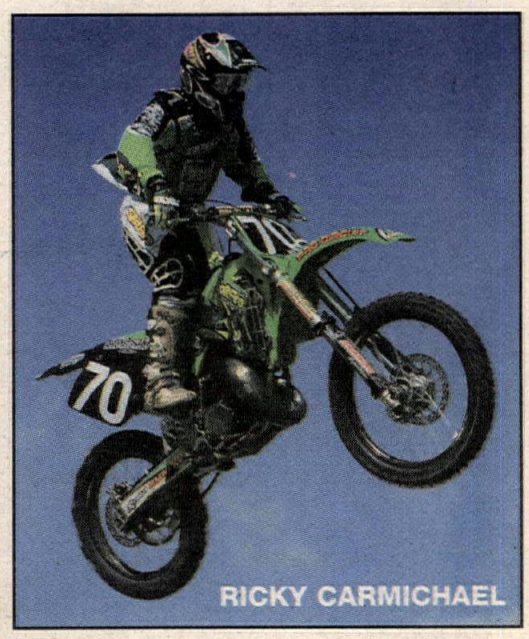

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Round 3: Lonestar National Enduro

Lafferty again in Texas

FILE PHOTO BY STEVE BERKNER

KTM rider Mike Lafferty nabbed his second win of the three-round-old AMA National Enduro series to further cushion his early-season points lead.

By Davey Coombs

KALGARY, TX, MAR. 23

Team KTM Sportmotorcycles USA's Mike Lafferty picked up his second win in three rounds of the 1997 AMA National Enduro Championship Series. This time Lafferty, 21, was the top scorer at the Lonestar National Enduro near Kalgary, Texas, bettering Team Green superstar Ty Davis' score by one point (31-32) and six-time series champion Randy Hawkins (34 points) by three.

"I just had it in my mind that I could win so I just pinned it!" Lafferty said of the Lubbock Trail Riders'-organized run. "At the last round in Georgia things just clicked and I was really on. It really helped my confidence because after that I knew I could do it - I knew I could win at this level. Here in Texas the terrain was totally different and Ty was no doubt the favorite because he rides that (desert) terrain all the time, but I was still pumped from Georgia. It just went my way here, too."

The win gave the upstart Lafferty some breathing room in the AMA National Enduro standings. After three of nine events, with the seven-best scores counting, Lafferty leads Hawkins 85-67 by virtue of his two wins and one runner-up finish. Davis is third with 55 total points.

"The wins certainly change my outlook on the rest of the series, but I really don't want to look that far ahead," Lafferty said. "I'm going to take it one round at a time and try not to get too overwhelmed with all this stuff that's going on. I want to keep a good head on my shoulders and keep an eye on Randy and Ty and hopefully things will go my way."

The Lonestar National Enduro was held on the Texas State Championship circuit designed by the Lubbock Trail Riders. The top competitors felt that the course was very well-marked and enjoyable, though the weather made it terribly dry and dusty. Nearly 300 riders took to the course, the highlight of which may have been a notorious section affectionately known as "Rambo." This section was extremely tight but also contained some soup and mud that grew worse as the day went on.

"Dry and dusty!" Hawkins quipped when asked about the trail conditions. "It wasn't too hot but it was dusty. Overall, I think that this one of the best desert events I've ever ridden. It had some fast stuff, some slow stuff, and a good mix of trails. The club did a good job."

"It's a gnarly place to ride, that's for sure," Lafferty said of the trail area, which sits about 30 miles east of Lubbock, Texas. "It was all desert to me, but by far it was one of the better desert events I've ever been to."

"The enduro started out kind of slow with a bunch of little, slow sections of 18 mph," Lafferty said of the early going in Texas. "It was pretty easy to make, but Ty rides early and ended up burning a check, so I was up to two minutes. I was pretty much in the driver's seat from that point on."

When asked how he burned the check, Davis replied, "Very easily." Ultimately, it was this burned check that cost him the win.

"There was an easy special test and I got hot on my time, but one of the computers was wigging out on me," Davis continued. "I went to the backup and it was flashing hot, too. Since it was a special test I figured it would slow down and get tight at the end but instead it just ended, like, right now. I knew I was hot, but I tried to stall off some time - but not

20 seconds. It was brain-fade, I guess. I spent the rest of the day working to get it back - it definitely made all of the difference in the results because I would have won for sure if I hadn't burned the check."

Opinions varied about the "Rambo" section, though riders more accustomed to eastern trail conditions favored it more. Ultimately it would be a benefit to Hawkins.

"The Rambo section was good for me because it was tight and had a little bit lower speed than the rest of the trails," Hawkins said. "It wasn't quite as dusty because of the lower speeds. It had a little bit of an 'East Coast' feel to it, and I had the fastest time through that section. I guess any time you have the fastest time through a section it becomes your favorite section!"

Lafferty had some trouble through the section and dropped nine minutes to Davis' and Hawkins' eight at one of the checks, though at the following check he would make up some time and keep both Davis and Hawkins behind him.

"That was definitely a tough section," Lafferty said, whose mechanic is Alan Randt - a fine enduro rider in his own right. "There was a huge mud section down in this valley and there were people stuck everywhere. Apparently me and Ty and Donnie Book were some of the only guys who made it through in the 30s without getting stuck and houring out. I did get stuck, and at the next check I dropped nine minutes and Ty and Randy went eight. That meant that Randy was back to within one, but then we all went 14 at the very last check, which meant I gained back my minute on him. If he would have kept that minute we would have tied and Ty would have beat me on seconds. He's done that before - burned checks and then just come back and kicked butt in the last few sections and still won. So in that last section I was working really hard to stay on the pace. I pulled it off."

Enduro veteran Hawkins admitted the section was tough, though he didn't have too much trouble with it himself. His trouble came at the first gas stop, and it didn't come from the course.

"The soupy section was in the Rambo section and it wasn't that bad, to be honest," SCR Yamaha-backed Hawkins said. "If you actually went through the center of the mud it wasn't as bad as on the sides. Blackwater experience tells you it's better to look before you jump, so I just looked around, picked my way and went through. I thought it was a good, tough section. I think even Mike got stuck.

"I just had a little bad luck here and there. When I came to the first gas the sensors on my primary and backup odometer both went out, so I had to ride the rest of the race with no odometer whatsoever - that was about 75 miles blind, as far as timing goes. We've been using that system for two or three years without a bit of problems but this one time it didn't work. I felt like I rode fast enough to win but a little bit of bad luck made all the difference."

"Mike rode well and he deserved the win," Davis said. "He rode a smart race and he deserved to win. I got between him and Hawkins in the results, so that's good. I'm only going to do one more of these, then I'm going to concentrate on the Four-Stroke MX Nationals, the Hare & Hound Series and the Best In The Desert Series."

"Mike has been showing a lot of promise the last couple of years, so I'm not really surprised about his performance so far this year," Hawkins said of current points leader Lafferty. "He's been riding really well and putting himself in the right place at the right time. Davis burned a check or he might have won; my odometer went out. Right now Mike's got luck on his side. And as the old saying goes, sometimes it's better lucky than good!" CN

Kalgary National Enduro
Kalgary, Texas
Results: March 23, 1997 (Round 3 of 9)

O/A: 1. Michael Lafferty (KTM); 2. Ty Davis (Kaw); 3. Randy Hawkins (Yam); 4. Josh Whitaker (Hon); 5. Matt Stavish (Hon); 6. Donnie Book (Kaw); 7. Scot Stretch (KTM); 8. Forrest Tobin (KTM); 9. Rick Higgins (Suz); 10. Tim Taber (Hon); 11. Craig Holasek (KTM); 12. Scott Bright (Kaw); 13. Larry Crane (KTM); 14. David Lipovsky II (KTM); 15. Bruce Field (Hon); 16. Don Simone (Kaw); 17. Wayne Intermill (Yam); 18. Brian Storrie; 19. Ken Giles (Kaw); 20. Jeff Johnson (Hon).

AA: 1. Mike Lafferty (KTM); 2. Ty Davis (Kaw); 3. Randy Hawkins (Yam).

OPEN A: 1. Forrest Tobain (KTM); 2. Vincent King; 3. Craig Hayes (Hus).

250 A: 1. Donnie Book (Kaw); 2. Scott Stretch (KTM); 3. David Lipovsky II (KTM).

200 A: 1. Don Simone (Kaw); 2. Joseph Gitterez (Yam); 3. Ryan Moss (Kaw).

40+ A: 1. Bruce Field (Hon); 2. Kevin Davis; 3. Dan Bailey (Yam).

30+ A: 1. Wayne Inteen (Yam); 2. Casey Colbert (Yam); 3. Alan Clarke (KTM).

4-STRK A: 1. Eric Wigkamp (Hon); 2. David Klein (Hbg); 3. Mark Rogers (Kaw).

OPEN B: 1. Chad Larson (KTM); 2. Chris Slechea; 3. Pete Roven.

250 B: 1. Kris Nees (Hon); 2. Shane Redine (Suz); 3. David White (Suz).

200 B: 1. Mark Grubb (Hon); 2. Lonnie Baurer (Kaw); 3. Shelly Carmine.

30+ B: 1. Tom Dillon; 2. Ken Murphy; 3. Jon Hauser.

40+ B: 1. Dennis Kexan (Kaw); 2. Mike Tescher (KTM); 3. Steve

4-STRK B: 1. James Ryan (Hon); 2. George McMahan; 3. Jeff Porter (Kaw).

OPEN C: 1. Russell Potter (KTM); 2. Steve Maddox (Suz); 3. Richard Dobbins (Yam).

250 C: 1. Mark Lewis (Hon); 2 Dwayne Sawyer (Yam); 3. Brent Bevers (Kaw).

200 C: 1. Jon Lewis (Kaw); 2. Steve Lackey (Kaw); 3. Dutch Culp (Kaw).

4-STRK C: 1. Bill Roe (Hon); 2. Kelly Deeds (Hon); 3. Zane Gilbert (Hon).

16+ LW: Trulyn Deeds (Hon); 2. Jeffrey Frazier (KTM); 3. Casey Patzemy (Hon).

16+ SW: 1. Mike Bunn; 2. Carson McCabe (Kaw); 3. Eric Crittenden (Yam).

WMN: 1. Ruth Parsley (Yam); 2. Alice Benoy; 3. Sara Kirkpatrick (Hon).

MSTR C: 1. Harold Wilson (Suz); 2. Vernon Markworth (Kaw); 3. Jack Henry (Kaw).

57+ C: 1. Tom McKary (KTM); 2. Frank Olsen (Yam); 3. Bill Paudo (Kaw).

50+ C: 1. Kenny Otto (Kaw); 2. Jim Krause (Kaw); 3. Ken Langham (KTM).

40+ C: 1. Ralph Crader (Suz); 2. Ray Grupp (Suz); 3. Bobby Stark (Suz).

OPEN XC: 1. Lee Frazier (KTM); 2. Bobby Pullman (Hon); 3. Danny Bowden (Yam).

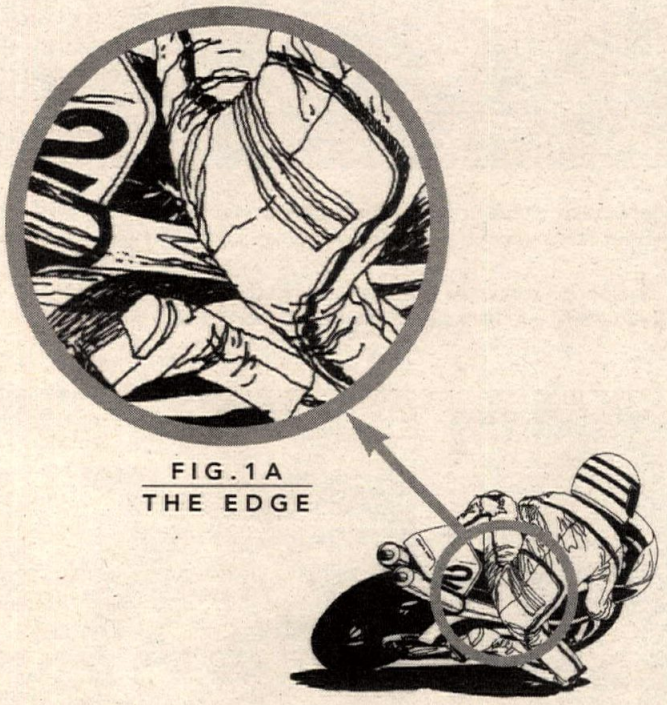
250 XC: 1. Phil Hoepsner (Hus); 2. Stan McCabe; 3. Mike McBride (Suz).

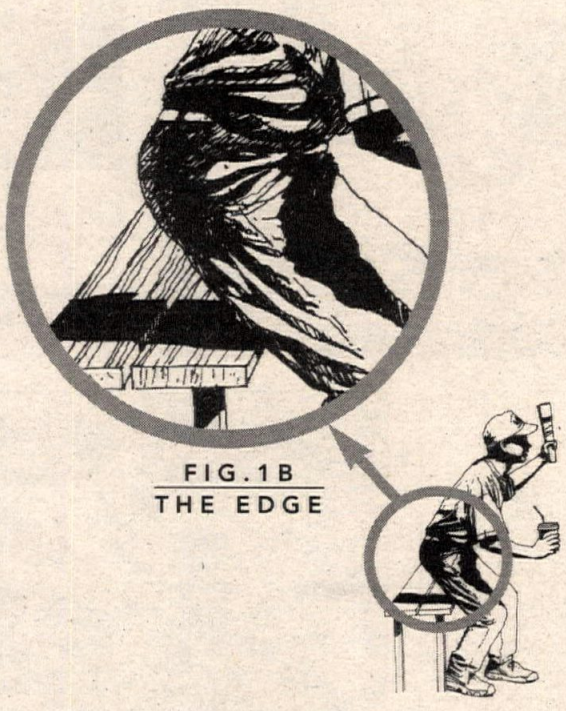
200 XC: 1. Todd Snider (Kaw); 2. Jerod Cambers (Hon); 3. Steve Randall.

4-STRK XC: 1. Clint Deeds (Hbg); 2. Kiley Gruber; 3. Norman Delamer (Hon).

AMA NATIONAL CHAMPIONSHIP ENDURO POINT STANDINGS (After 3 of 9 rounds): 1. Mike Lafferty (85/2 wins); 2. Randy Hawkins (67); 3. Ty Davis (55/1 win); 4. Donnie Book (31); 5. Matt Stavish (29); 6. Mike Monroe (21); 7. Duane Conner (21); 8. Josh Whitaker (18); 9. Jason Dahners (18); 10. Frank Ramey (18).

Upcoming Rounds:
Round 4 - Shelton, Washington, April 20
Round 5 - Wellston, Ohio, May 4





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TOYOTA CHALLENGE OF LAGUNA SECA • APRIL 18-20
AMA NATIONAL SUPERBIKE CHAMPIONSHIP SERIES

40th ANNIVERSARY 1957-1997 LAGUNA SECA RACEWAY

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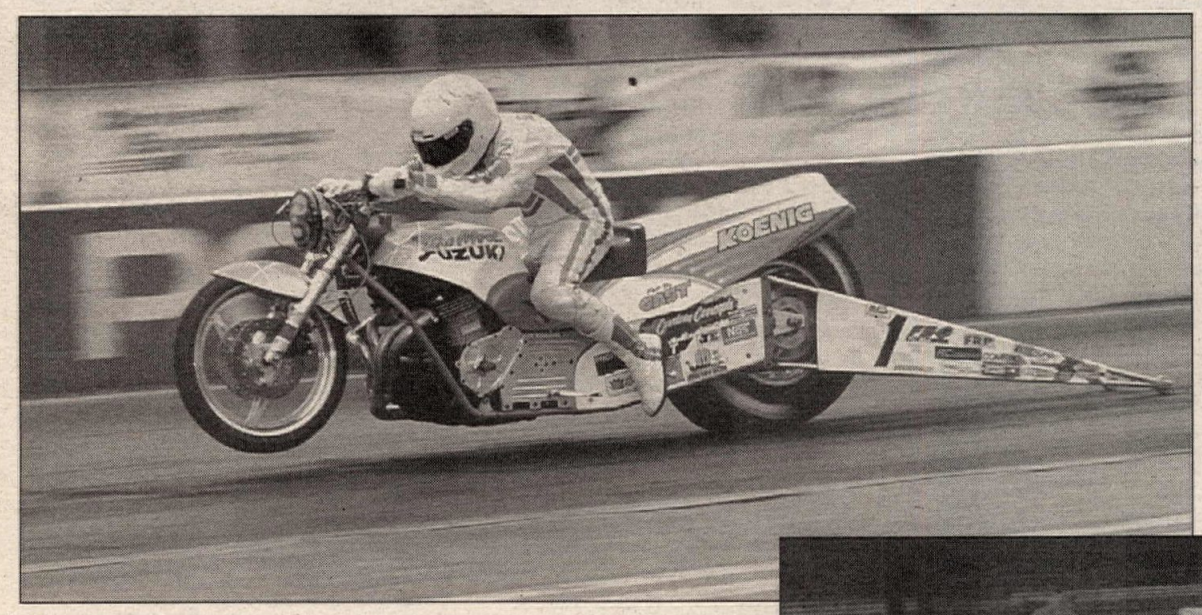
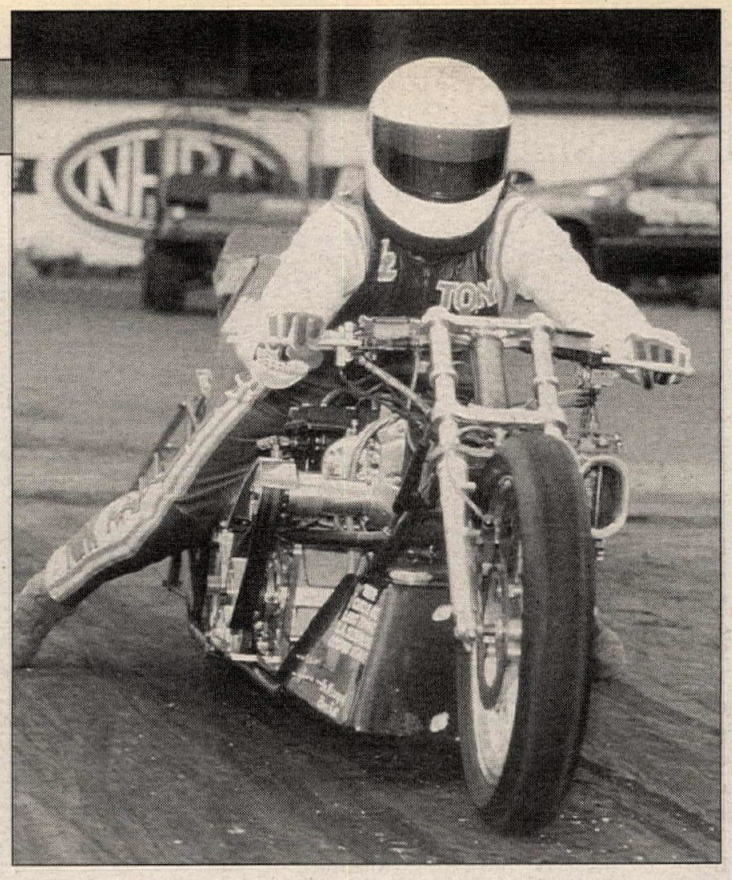
TOYOTA Budweiser BRIDGESTONE BOSCH BASS TICKETS CYCLE GEAR

Gainesville Raceway

A fresh start





(Above) Two-time defending Top Fuel champion Tony Lang recorded the all-time speed mark for the class at 236.90 mph on the way to his second-straight Sunshine Nationals title.

(Above) Billy Vose smashed the Pro Mod six-second barrier with a 6.97 and a pair of 6.96s to take the class win at the season-opening AMA/Prostar Sunshine Nationals at Gainesville Raceway.
(Below) Paul Gast used an NHRA-legal combination to win in the debut of the Lectron Mountain Motor Pro Stock series.

(Above) Tom Perry (near lane) took his first-ever professional win, bringing his MRE Funnybike to the winner's circle after running a string of six-second passes and knocking off Keith Kynn (far lane) in the final.

Rickey Gadson ruled the sportbike classes with his factory-supported ZXs, taking the win in both the Kawasaki 750cc Pro Superbike (below left) and Metzeler 600cc SuperSport (below right) classes.

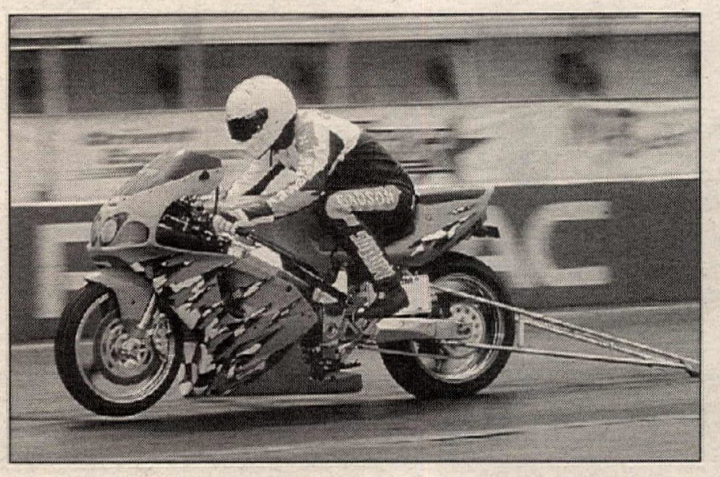
By Matt Polito

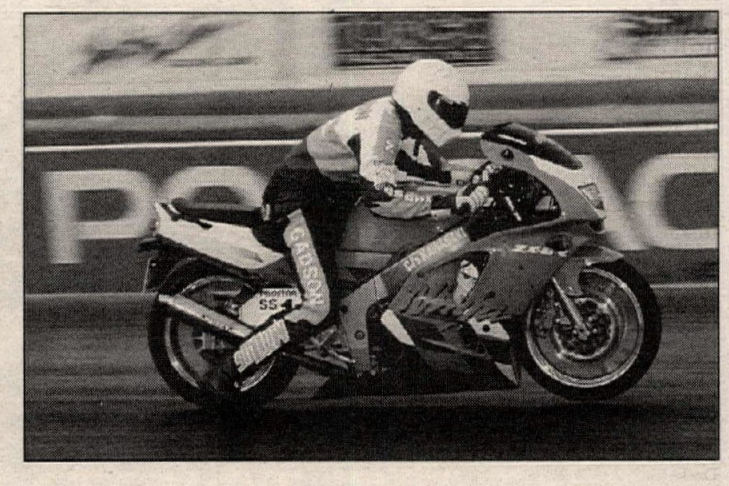
GAINESVILLE, FL, MAR. 21-23

The year 1996 was a tough one for motorcycle drag racing. With persistent rain during events, over-extended scheduling, an inauspicious class debut, and the tragic death of Top Fuel racer Elmer Treft, it was a year all involved in the sport wanted to get behind them. The AMA/Prostar motorcycle drag racing series kicked off its revamped seven-race 1997 tour at Gainesville Raceway with the Sunshine Nationals, and if the opening event can in any way set the tone for the rest of the season, the sport has a tremendous year ahead of it.

A healthy field of over 440 bikes competed in an event that saw history made, a revitalization of Pro Stock and Sportbike classes and a bevy of new records.

Number-one plate holder Billy Vose became the first rider to bring a carbureted motorcycle into the six-second range with a spectacular 6.97, recorded in the second round of the Fast by Gast Pro Modified series. Vose, the odds-on favorite to hit the mark by virtue of the 7.01 he recorded at the end of last season, teased the crowd with a pair of 7.00s earlier in the event. After becoming the charter member of the "Fast by Gast Six Second Club" (and receiving the $2000 prize from Paul Gast), Vose proved the performance was no fluke, hitting a pair of 6.96s en route to taking the event win with a final-round victory over Steve Drake.





Vose changed the tuneup on his nitrous-injected Koenig Suzuki midway through the event in a successful effort to secure the mark, undoubtedly spurred on by strong performances by rookie Scott Valetti (7.01), Tony Sabino (7.02) and Drake (7.05).

"I made a jet change that I didn't want to make until I was sure I could effectively use the power," Vose said. "The other guys were knocking at the door. It was go or blow. It was a piece of history, and I wanted to be in the book."

The death of Trett seems to have strengthened the bond between the small fraternity of men brave enough to straddle the 1000hp, supercharged Top Fuelers. Their cause was furthered as they received word of a four-race exhibition deal at NHRA National events this season. Ironically, Trett died during an exhibition at the 1996 NHRA U.S. Nationals in an effort to bring the Top Fuel bikes back into the NHRA fold.

Two-time defending AMA/Prostar Top Fuel Champion Tony Lang reasserted himself as the class of the field at Gainesville, recording a pair of 6.15-second elapsed times at the all-time speed mark of 236.90 mph. Lang took the event victory with a final-round win over Larry "Spiderman" McBride, who

was appearing in his third straight National event final.

Tom Perry proved he is ready to play with the big boys of the Orient Express Funnybike Showdown, taking his first professional title in the series. Perry debuted Jay Regan's turbocharged nitrous MRE Suzuki toward the end of last season, and through the guidance of crew chief George Babor had the bike solidly in the 7.0s by last year's World Finals. At the Sunshine Nationals, Perry recorded a six-second run every time he went down the track - an unprecedented event - with a best of 6.83. Perry beat the Schnitz bike of Keith Lynn in the final.

The Funnybike performance of the event was turned in by Gary Clark, with scintillating marks of 6.79 on his injected-alcohol Koenig Kawasaki. Clark, the defending series' champ, broke a transmission in round two against Lynn.

The Sunshine Nationals marked the debut of the new Lectron "Mountain Motor" Pro Stock class. Designed as an alternative to the NHRA Pro Stock Bike class for those dedicated to gasoline and carburetors, the new formula was well-received, with a solid 15 entries showing up to do battle. Paul Gast took the win in the fledgling class, with a final round victory over Horace Wright. Competing with an NHRA-legal combination, Gast, qualified on the pole and ran a career-best 7.42-second elapsed time in eliminations.

Rickey Gadson was the star of the sportbike classes, winning both the Kawasaki 750cc Pro Superbike series and the Metzeler 600cc SuperSport series. Gadson, the SuperSport number-one plate holder, has benefited from the interest in the modern race-bike classes by receiving full backing from both the Kawasaki factory and Muzzy's. He paid them back with the two wins and three records including a 10.358 all-time 600 SuperSport ET mark. Gadson beat Chris Williams and Ernie Velasco in the respective finals.

Tim Goff took the win in the Star Performance Parts Top Gas series, taking out number-two plate holder Mike Konopacki in the final. Rob McCraw scored his second APE Super Comp title in less than a year, getting by Joe Cagina in the money round and Clint Hilliard made his second straight final-round appearance a winner, leveraging a holeshot to beat former Super Mod champ Bill Sauer in the RC Components Super Gas series final. The Pingel Pro ET tournament found Andy Baumbach winning over Richard Gibbs while Ernie Velasco, the 600cc SuperSport runner-up, made laps on his ZX-6R and took home the trophy in Street ET, beating Roy Johnson. CN

Gainesville Raceway
Gainesville, Florida
Results: March 21-23, 1997 (Round 1 of 7)

TOP FUEL: 1. Tony Lang (Suz) 6.21 sec./229.76 mph; 2. Larry McBride (Suz) 6.26/226.35.
FNY BK: 1. Tom Perry (Suz) 6.89/201.43; 2. Keith Lynn (Kaw) 7.89/126.44.
PRO MOD: 1. Bill Vose (Suz) 6.96/198.36; 2. Steve Drake (Suz) 7.19/186.91.
PRO STK: 1. Paul Gast (Suz) 7.46/173.31; 2. Horace Wright (Kaw) 7.65/175.50.
600 S/SPT: 1. Rickey Gadson (Kaw) 10.39/133.21; 2. Ernie Velasco (Kaw) 10.60/128.04.
PRO S/BK: 1. Rickey Gadson (Kaw) 9.61/146.43; 2. Chris Williams (Suz) 10.00/136.93.
TOP GAS: 1. Tim Goff (Kaw) 8.22/153.53; 2. Mike Konopacki (Kaw) 8.23/149.03.
S/COMP: 1. Robert McGraw (Kaw) 9.027/141.79; 2. Joe Cagnina (Suz) 8.89/145.09.
S/GAS: 1. Clint Hillard (Suz) 9.93/126.44; 2. Bill Sauer (Kaw) 9.90/133.39.
PRO ET: 1. Andy Baumbach (Kaw) 8.83/149.72; 2. Richard Gibbs (Suz) 9.87/132.48.
ST/ET: 1. Ernie Velasco (Kaw) 10.66/126.65; 2. Roy Johnson 12.13/103.29.

Upcoming Rounds:
Round 2 - Commerce, Georgia, April 25-27
Round 3 - Petersburg, Virginia, June 20-22

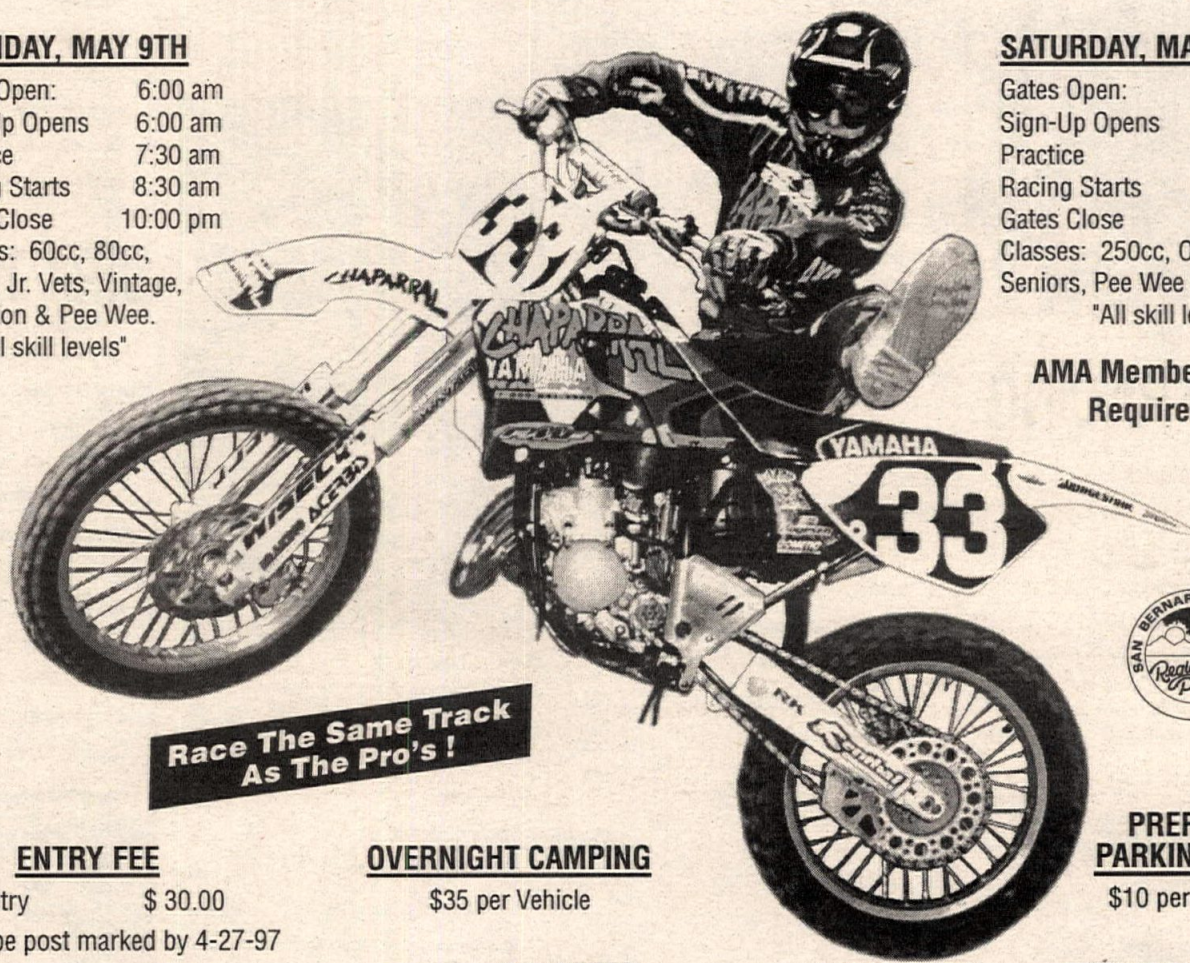
CHAPARRAL Presents AMA SANCTIONED GLEN HELEN RACEWAY PARK

AMATEUR MX DAY
MAY 9-10, 1997

FRIDAY, MAY 9TH
Gates Open: 6:00 am
Sign-Up Opens 6:00 am
Practice 7:30 am
Racing Starts 8:30 am
Gates Close 10:00 pm
Classes: 60cc, 80cc, 125cc, Jr. Vets, Vintage, Evolution & Pee Wee.
"All skill levels"

SATURDAY, MAY 10TH
Gates Open: 6:00 am
Sign-Up Opens 6:00 am
Practice 7:30 am
Racing Starts 8:30 am
Gates Close 10:00 pm
Classes: 250cc, Open, Vets, Seniors, Pee Wee & Women
"All skill levels"

AMA Membership Required



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GATES OPEN
8 am Thursday May 8th

TICKET PRICES
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$20 Sun. Only
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Glen Helen Raceway Park, San Bernardino, CA
5 miles North of San Bernardino, take I-215 freeway, exit Palm/Kendall and follow the signs.

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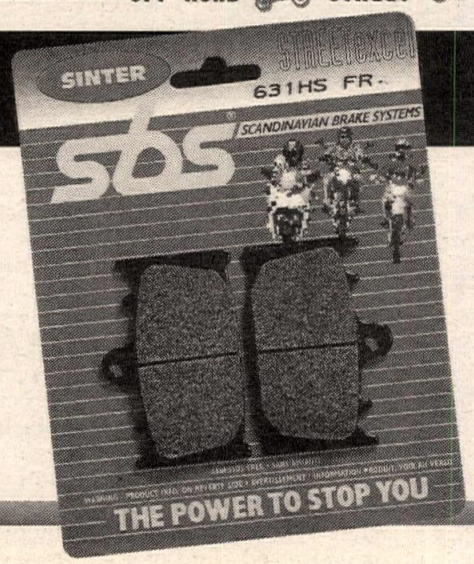

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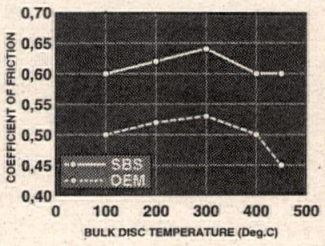
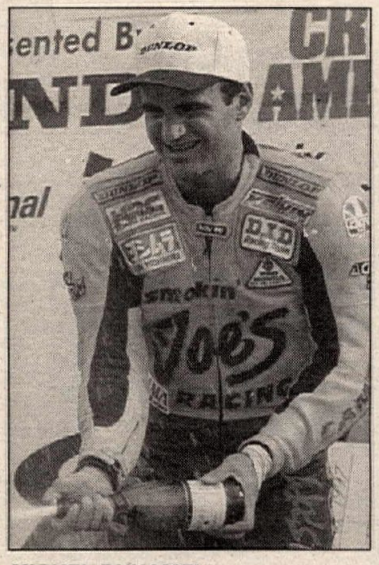


THE RIGHT CHOICE sbs SCANDINAVIAN BRAKE SYSTEMS

LEADERBOARD 1997 Championship Point Standings



MIGUEL DUHAMEL

ROAD RACING

FIM WORLD SUPERBIKE SERIES

(After 1 of 14 rounds)

1. John Kocinski (Hon), Modesto, CA (34/1 win)
2. Carl Fogarty (Duc), Great Britain (33)
3. Simon Crafar (Kaw), New Zealand (32)
4. Aaron Slight (Hon), New Zealand (25/1 win)
5. Troy Bayliss (Suz), Autralia (22)
6. Colin Edwards II (Yam), Buffalo, TX (20)
7. Scott Russell (Yam), Jonesboro, GA (19)
8. Martin Craggill (Kaw), Australia (17)
9. Akira Yanagawa (Kaw), Japan (13)
10. Andreas Meklau (Duc), Australia (11)

AMA/MBNA SUPERBIKE SERIES

(After 2 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (62)
2. Miguel Duhamel (Hon), Canada (56)
3. Pascal Picotte (Suz), Canada (54)
4. Steve Crevier (Hon), Canada (53)
5. Larry Pegram (Suz), Baltimore, OH (47)
6. Aaron Yates (Suz), Milledgeville, GA (45)
7. Paul Harrell (Yam), Canyon Country, CA (38)
8. Mat Mladin (Duc), Australia (37/1 win)
   Scott Russell (Yam), Alpharetta, GA (37/1 win)
10. Eric Moe (Kaw), Spring Lake, MI (31)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 2 of 11 rounds)

1. Pascal Picotte (Suz), Canada (71/2 wins)
2. Aaron Yates (Suz), Milledgeville, GA (62)
3. Miguel Duhamel (Hon), Canada (59)
4. Steve Crevier (Hon), Canada (58)
5. Ben Bostrom (Hon), Redondo Beach, CA (54)
6. Rich Oliver (Yam), Fresno, CA (46)
7. Mike Smith (Kaw), Canton, GA (43)
8. Jason Pridmore (Suz), Ventura, CA (42)
9. Mark Miller (Suz), Long Beach, CA (41)
10. Andrew Stroud (Hon), New Zealand (40)

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 2 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA (72/2 wins)
2. Ben Bostrom (Hon), Redondo Beach, CA (62)
3. Dale Keiffer (Suz), Las Vegas, NV (48)
   Chris Rankin (Suz), Austin, TX (48)
5. John Jacobbi (Suz), Noblesville, IN (44)
6. Brian Gibbs (Suz), Stockbridge, GA (41)
   Kenichiro Iwahashi (Hon), Japan (41)
8. Chuck Sorenson (Hon), Discovery Bay, CA (40)
9. Dax Snow (Suz), Las Vegas, NV (37)
10. Mark McDaniel (Suz), Santa Rosa, CA (36)

AMA 250cc GRAND PRIX SERIES

(After 2 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (72/2 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (64)
3. Roland Sands (Yam), Long Beach, CA (58)
4. Greg Esser (Yam), Pompano Beach, FL (47)
5. Bobby Keith (Hon), Redwood City, CA (46)
6. John France (Hon), Melbourne, FL (42)
   Hikaru Miyagi (Hon), Japan (42)
8. Perry Meineciuc (Hon), Lehigh Acres, FL (39)
9. Leon Cortes (Hon), Coral Gables, FL (34)
10. Chris Rogers (Yam), Corona, CA (31)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES

(After 2 of 11 rounds)

1. Eric Bostrom, El Segundo, CA (71/2 wins)
2. Shawn Higbee, Manhattan Beach, CA (65)
3. Dave Estok, Daytona Beach, FL (56)
4. Jake Zemke, Paso Robles, CA (54)
5. Lance Jones, Anderson, SC (51)
6. Jody Hendley, Mission Viejo, CA (50)
7. Shaun Russell, San Jose, CA (48)
8. Jess Roeder, Monroeville, OH (45)
9. Jerry Casciero Jr., Bel Air, MD (30)
9. Nate Wait, Lodi, CA (28)
   Gary Rodgers, San Jose, CA (28)

AMA/PIRELLI FORMULA EXTREME SERIES

(After 2 of 10 rounds)

1. Andrew Stroud (Hon), New Zealand (36/1 win)
2. Doug Toland (Hon), Buena Park, CA (32)
3. James Randolph (Suz), Santa Rosa, CA (30)
4. Brian Gibbs (Suz), Stockbridge, GA (28)
5. M. Ben Welch (Yam), San Diego, CA (26)
6. Dean Mizdal (Suz), Huntington Beach, CA (25)
7. Anthony Johnson (Suz), Layton, UT (24)
8. Akiharu Shigeno (Suz), Japan (23)
9. Scott Ruehle (Suz), St. Cloud, MN (22)
10. Mike Krynock (Kaw), San Francisco, CA (21)

SUNOCO RACE FUELS/FORMULA USA SERIES

(After 2 of 9 rounds)

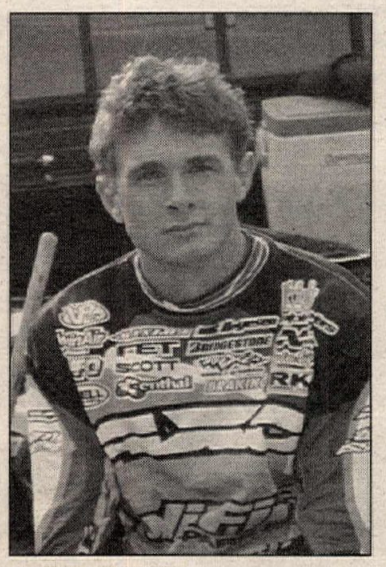
1. Dave Sadowski (Hon), Jefferson, GA (116)
2. Fritz Kling (Yam), Lansing, MI (106)
3. Andy Deatherage (Kaw), Cleveland, OH (95)
4. Tray Batey (Suz), Gallatin, TN (92)
5. Curtis Adams (Suz), Whittier, CA (70/2 wins)
   Doug Chandler (Kaw), Salinas, CA (70/2 wins)
7. Michael Fitzpatrick (Suz), Columbia, MD (66)
8. Eric Wood (Kaw), Mansfield, MA (65)
9. Jason Pridmore (Suz), Ventura, CA (64)
   Chris Carr (H-D), Valley Springs, CA (64)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES

(After 11 of 15 rounds)

1. Jeff Emig (Kaw), Riverside, CA (220/4 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (214/2 wins)
3. Ezra Lusk (Suz), Bainbridge, GA (174/1 win)
4. Larry Ward (Hon), Florence, SC (173)
5. Mike LaRocco (Suz), South Bend, IN (164)
6. Greg Albertyn (Suz), Riverside, CA (152/1 win)
7. Doug Henry (Yam), Oxford, CT (150/2 wins)
8. Jimmy Button (Yam), Phoenix, AZ (116)
9. Michael Craig (Suz), Lakeside, CA (106)
10. Damon Bradshaw (Hon), Homedale, ID (95)



CRAIG DECKER

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 5 of 7 rounds)

1. Tim Ferry (Suz), Largo, FL (104)
2. Stephane Roncada (Hon), France (88/1 win)
3. John Dowd (Yam), Chicopee, MA (86/2 wins)
4. Ricky Carmichael (Kaw), Havana, FL (78/2 wins)
5. Greg Schnell (Yam), Rancho Cucamonga, CA (70)
6. Scott Sheak (Hon), Germantown, NY (66)
7. Robbie Skaggs (Hon), Macon, GA (56)
8. Jeff Dement (Kaw), Humble, TX (55)
9. Brock Sellards (Kaw), New Philadelphia, OH (49)
10. Chad Pederson (Yam), Menifee, CA (38)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 6 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (128/4 wins)
2. Robbie Reynard (Hon), Norman, OK (109)
3. David Vuillemin (Yam), France (104/1 win)
   Casey Johnson (Kaw), Murrieta, CA (104)
5. Craig Decker (Kaw), Palm Desert, CA (83)
6. Pedro Gonzalez (Kaw), Mexico (67)
7. Casey Lytle (Hon), Santa Clarita, CA (65)
8. Corey Keeney (Yam), Oakdale, MN (62)
9. Nathan Ramsey (Suz), Hixon, TX (60)
10. Shaun Perolio (Hon), Saugus, CA (58)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES

(After 1 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (50/1 win)
2. Jeremy McGrath (Hon), Canyon Lake, CA (44)
3. John Dowd (Yam), Chicopee, MA (36)
   Damon Bradshaw (Hon), Homedale, ID (36)
5. Larry Ward (Hon), Florence, SC (29)
6. Jimmy Button (Yam), Phoenix, AZ (28)
7. Mike Kiedrowski (Hon), Acton, CA (26)
8. Doug Henry (Yam), Oxford, CT (25)
9. Mike LaRocco (Suz), South Bend, IN (20)
10. Jason McCormick (Yam), Vancouver, WA (19)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES

(After 1 of 13 rounds)

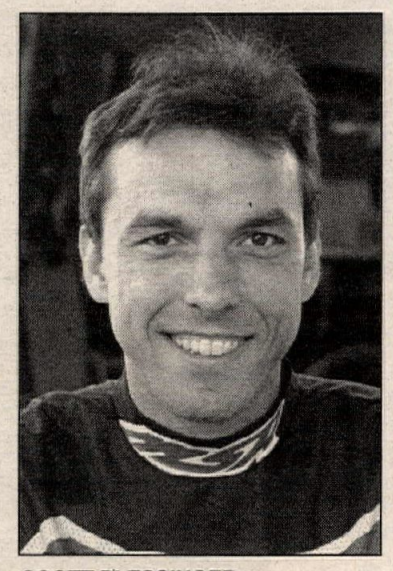
1. Ricky Carmichael (Kaw), Havana, FL (47/1 win)
2. Steve Lamson (Hon), Riverside, CA (41)
3. Kevin Windham (Yam), Baton Rouge, LA (38)
   Mike Craig (Hon), Lakeside, CA (38)
5. Robbie Reynard (Hon), Norman, OK (31)
6. Scott Sheak (Hon), Germantown, NY (29)
7. Michael Brandes (Yam), Menifee, CA (26)
8. Casey Johnson (Kaw), Murrieta, CA (21)
9. Stephane Roncada (Hon), France (20)
   Brian Deegan (Suz), Sun City, CA (20)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 1 of 24 rounds)

1. Terry Poovey (Rtx), Euless, TX (23/1 win)
2. Brett Landes (ATK), Los Gatos, CA (19)
3. Jay Springsteen (H-D), Lapeer, MI (16)
4. Dan Butler (Rtx), Waterford, MI (15)
5. Davey Camlin (Rtx), Rock Island, IL (14)
6. Willie McCoy (ATK), Richardson, TX (13)
7. Mike Hacker (Rtx), Prince George, VA (12)
8. Paul Iwanaga (Hon), Gilroy, CA (11)
9. Johnny Murphee (W-R), Paso Robles, CA (10)
10. Charlie Orr (Rtx), Irving, TX (9)



SCOTT PLESSINGER

AMA NATIONAL HOT SHOE DIRT TRACK SERIES

(After 2 of 16 rounds)

1. Kenny Coolbeth (W-R), Warren, CT (38/1 win)
2. Terry Poovey (Rtx), Euless, TX (23/1 win)
3. Lonnie Pauley (Rtx), Salinas, CA (19)
   Brett Landes (ATK), Los Gatos, CA (19)
5. Scott Parker (H-D), Swartz Creek, MI (16)
   Scott Shin (H-D), Berwick, IL (16)
7. Roger Durkee Jr. (Rtx), Dudley, MA (15)
8. Morgan Coolbeth (Rtx), Warren, CT (14)
   Willie McCoy (Rtx), Richardson, TX (14)
10. Ryan Anderson (W-R), Portland, OR (13)
    Will Davis (ATK), Goldsboro, NC (13)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 3 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ (80/2 wins)
2. Randy Hawkins (Yam), Travelers Rest, SC (67)
3. Ty Davis (Kaw), Hesperia, CA (60/1 win)
4. Donnie Book (Kaw), Gypsum, CO (31)
5. Matt Stavish (KTM), Blaine, MN (29)
6. Mike Monroe (Yam), Albaster, AL (21)
   Duane Conner (Yam), Washington, PA (21)
8. Frank Ramey (KTM), Abbeville, SC (18)
   Josh Whitaker (Hon), Plano, TX (18)
   Jason Dahners (KTM), Redmond, WA (18)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 2 of 6 rounds)

1. Ty Davis (Kaw), Hesperia, CA (60/2 wins)
2. Brian Brown (Kaw), Nampa, ID (39)
3. Nick Pearson (KTM), Pioche, NV (34)
4. Steve Hengeveld (Kaw), Phelan, CA (29)
5. Greg Zitterkopf (KTM), Chino, CA (25)
   Jim Gray (KTM), Gunnison, CO (25)
7. Ed McCoy (Kaw), Virginia City, NV (22)
   Russell Pearson (KTM), Pioche, NV (22)
9. Paul Krause (Kaw), Irvine, CA (21)
   Donnie Book (Kaw), Gypsum, CO (21)

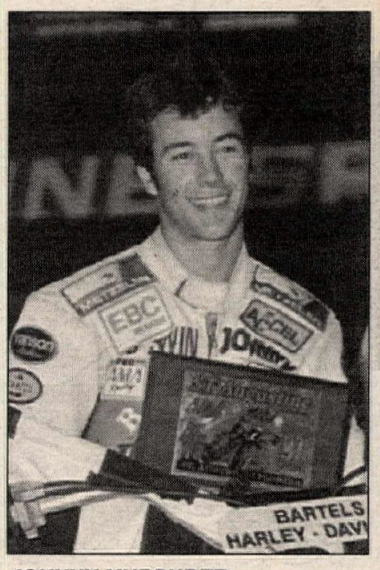
AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES (After 2 of 8 rounds)

1. Rodney Smith (Suz), Oakley, CA (50)
2. Paul Edmonson (Suz), Great Britain (48/1 win)
3. Steve Hatch (Suz), Ithaca, NY (42)
4. Patrick Garrahan (KTM), Boulder Creek, CA (33)
5. Ty Davis (Kaw), Hesperia, CA (30/1 win)
   Jason Dahners (KTM), Redmond, WA (30)
7. Brian Garrahan (Kaw), Boulder Creek, CA (28)
8. Rob Kopp (Kaw), Mica, WA (26)
9. Aaron Sykes (Kaw), Cotati, CA (24)
   Destry Abbott (KTM), Glendale, AZ (24)

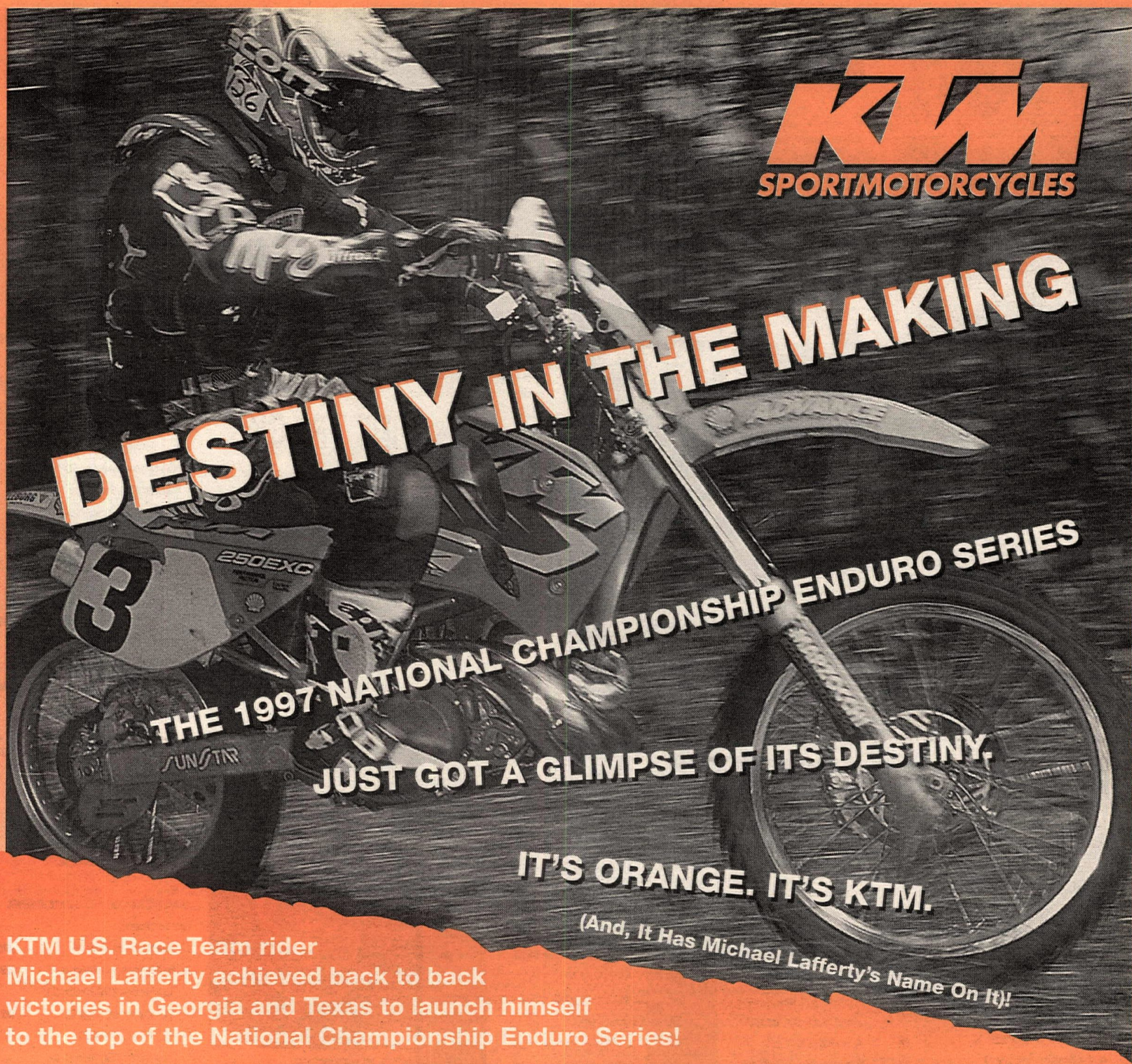
AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 3 of 13 rounds)

1. Steve Hatch (Suz), Ithaca, NY (57/1 win)
2. Scott Summers (Hon), Petersburg, KY (55/1 win)
3. Scott Plessinger (KTM), Hamilton, OH (50)
4. Rodney Smith (Suz), Oakley, CA (35/1 win)
5. Ty Davis (Kaw), Hesperia, CA (33)
6. Jason Dahners (KTM), Redmond, WA (29)
   Randy Hawkins (Yam), Travelers Rest, SC (29)
8. Gene Onail (Kaw), Athens, OH (28)
   Doug Blackwell (Yam), Parkersburg, WV (28)
10. Tom Carson (Suz), Hopedale, OH (26)



JOHNNY MURPHREE



KTM U.S. Race Team rider Michael Lafferty achieved back to back victories in Georgia and Texas to launch himself to the top of the National Championship Enduro Series!

A big congratulations to Mike for his commanding, overall win at the second round of the AMA National Enduro in Greensboro, Georgia and his hard fought victory at round three in Kalgary, Texas. With Mike's winning determination, his raging KTM 250 E/XC, and the support of crew chief, Alan Randt, one must ask: Is this the young Lafferty's year to meet his championship destiny?

Want to witness championship destiny firsthand? Follow the 1997 KTM U.S. Race Team this season...

Cross Country
Scott Plessinger, Jason Dahners
Dirt Track
Kevin Varnes, Georgie Price IV
Desert
Nick Pearson, Jim Gray, Russell Pearson
Motocross
Lance Smail, Keith Bowen
Enduro
Michael Lafferty

And check out the 1997 KTM Jr. Supercoss Challenge.

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Hoess warms up a long, cold day

(Left) Bromley Suzuki's Fred Hoess rode his RM125 to first overall at the ECEA Sandy Lane Enduro, dropping just 13 points on the day.
(Right) Mark Hummel rode his XR400 to first place in the Four-Stroke A class by carding a 23.

By Mark Uth, Trail Rider Magazine
Photos by Paul Clipper

GREEN BANK, NJ, MAR. 16

Bromley Suzuki rider Fred Hoess pilfered a win at the 1997 ECEA Enduro Series opener, piloting his '97 RM125 to a day's best 13 score and the overall victory.

Meteor MC played host to the series kickoff, running their 60th Sandy Lane Enduro since 1934. Despite wintry cold and windy weather conditions, nearly 350 riders entered the event, although actual starters were somewhat depleted as a result of the conflicting National Enduro Series round in Georgia.

Temperatures at key time were a frosty 20-something degrees, and improved little, perhaps into the mid-30s, as the day wore on. Club trailboss Henry Braaksma had a single split-loop course laid out for the day through characteristic South Jersey woodlands. Sections of tight trail that criss-crossed dwarf pine and open deciduous forest were divided by two remote gas stops. The course, which started from Green Bank on the Mullica River, made its way as far north as Woodland Township and the hamlet of Chatsworth. In the growing ECEA trend to give everyone what they want, the course split up after the second gas stop, sending C and specialty-class competitors home via a chilly road ride back to the gun club, while A and B riders kept toasty in two final fast-attack special tests. In all, the A-B loop traversed nearly 90 ground miles while the Novice ride lasted a tad over 72 actual miles.

Fortunately, riders were on the gas right out of the start chute. The first leg, a ride to a Chatsworth gas stop, started from the gun club at 18 mph with the day's first check coming a short three miles into the piece, with a check-out located at Maxwell pit. Top riders easily zeroed the test, however most Novices and some Intermediate-class riders managed to drop a point or two. A reset a couple of tenths later got everyone back on time and then it was timekeeping trail for a number of miles.

Eventually, the club checked riders into some familiar, albeit well-worn Meteor trail that runs between Green Bank and Carranza. At a plausible 18 mph average, the check-out to this section, just off Carranza Road and designed to take points from B and C riders, was actually burned by bunches of top riders. It turned out the check mileage wasn't exactly perfect, and the check was to become the first of three checks that were eventually thrown out.

A reset at Carranza Memorial was followed by a right turn down a freshly plowed fire cut running along the railroad bed. A little ways in, another check-in signaled the start of more fun, a collection of sand roads, plow lines and fresh trail run at 18 mph. Again, top riders easily zeroed the checkout, while lesser classes dropped points. After some catch-up time provided by a 15-minute layover and a small reset, riders headed east on County 532 to Chatsworth and a Savoy Boulevard gas stop.

While waiting at the gas stop, event referee Anthony Tomasello happened along aboard his sweep XR400 and commented that the enduro would be decided by how riders faired in the special tests laid out in the day's middle leg, a premonition that turned out to be well-founded. Three points-takers were planned, each sandwiched by checks (secret check-in and emergency check-out) separated by layovers and/or resets. The first section was run east of County 532 near Chatsworth, while the latter two were laid out in the infamous Coyle Field.

The Chatsworth section, four to five miles long and run at 24 mph, clipped top riders for a point or three at the first emergency check-out. After a connector section that led east on Routes 532 and 72, check number eight attempted to check riders into the next section, a 7-mile-plus through classic Coyle Field bunta pine forest. Unfortunately another check problem confounded this process, causing unwarranted burns and/or late check-ins. Speeds were dropped to 18 mph in the section to no avail as all riders lost points in droves at the check-out, lesser riders to the tune of double digits.

After a reset and short trail ride, the final test began with another bungled check-in, this time by a check clock that was something like six minutes fast. The section itself was shorter, around three-plus miles, and ended with another emergency check-out where more points were surrendered. After another layover, riders slowly made their way to Oswego Lake for the day's second gas stop.

The course split after the cold, lengthy break provided. C and specialty-class riders headed for a frigid, near-10-mile asphalt ride back to the gun club and the final check. Trail boss Braaksma had some final fun in store for A-and B-class riders though, treating them to two final special tests. The first section started with a check-in around the backside of Oswego Lake and after nearly five miles of berm smashing over open trail, ended with a check-out north of the Harrisonville ruins. Chalk up a few more points for all at the secret check-out. Timekeeping and connectors for several miles wound their way past Harrisonville Lake and Godfrey's Bridge for the final push to the last check.

This final section began with a speed jump from 6 to 24 mph, while negotiating some tight trail sections. Eventually a check was encountered, at which many riders were already deep into their minute or worse. After this final check it was wide open on high-speed trail and plow lines in open forest for the final six or seven miles to the finish.

Surprisingly, it was in this final section that the overall championship was decided. Going into the section, '97 CR250-mounted Kevin Bennett seemingly had things sewn up, leading Hoess by a point. However, in a momentary lapse near the beginning of the section, Bennett crashed hard, shearing his fender and scorecard off in the process. Being the seasoned vet that he is, Bennett still had the wherewithall to retrieve his scorecard from the wasted front plastic, stuffed it under his seat and roosted off.

He managed to carry the card into the last check before the known (five or six miles out), handed it to the check crew to be marked and then sped off again for the finish. Somewhere between that last check and the known, the card was lost, and as a result Bennett's score was increased by the obligatory 10-percent penalty, turning his potential Grand Champion 12 card into a runner up 14-point score. Hoess marshaled his Suzuki to top scores all day long, and with a little break, earned the overall trophy by dropping a lucky 13 on the day.

Trailing overall champ Hoess and overall runner-up and first-place AA finisher Kevin Bennett, a KTM250-mounted Jack Lafferty Jr. managed a solid 14-point ride, good for third overall. A pair of 18 point scores rounded out the top five overall. Jeff Kirchner piloted his KDX220 to an 18 finish, edging out Michael Moore's 18 card on the tie breaker. The High Point A trophy and sixth overall placing went to A-Senior class rider Terry Tucker, who dropped 19 on the day. Scooting in some ticks behind Tucker, the runner-up to the High Point A and 250cc A-class champ was Mike Bradway with a 19 score.

In B-class action, Open-class rider Mike Crum drove his KTM 300 to High Point B honors on the merit of a 30-point score. Brian Page was a point behind at 31, runner-up to the High Point B award. Veteran-class rider Dennis

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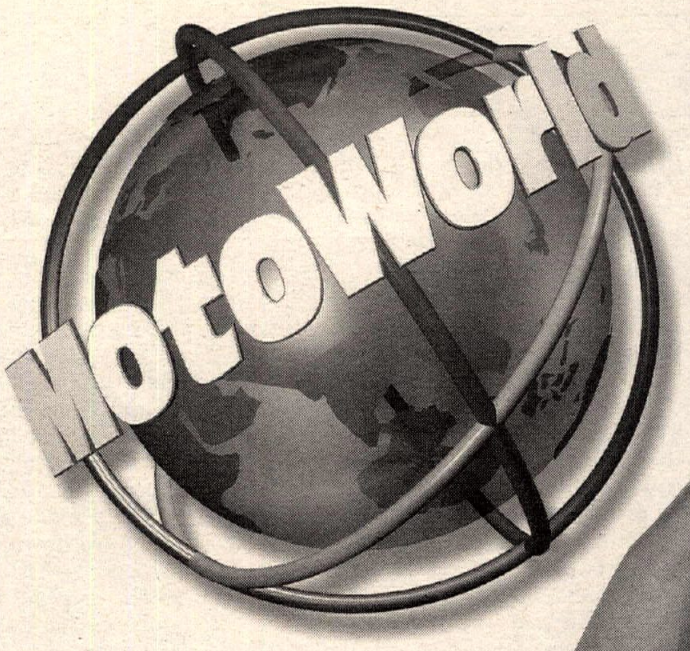

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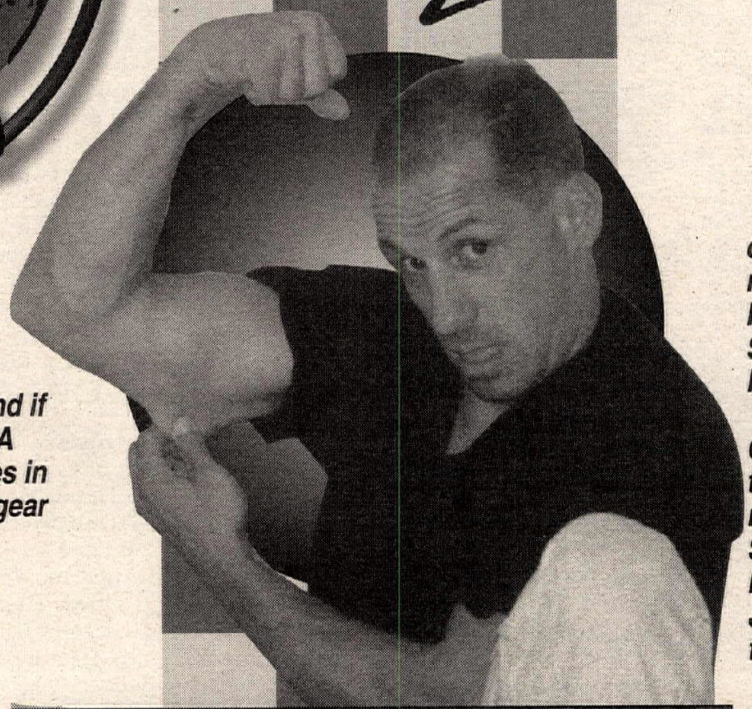


Motoworld hits the raceways in April with World Grand Prix, World Superbike, and the AMA Superbikers at Laguna Seca, and if that doesn't get your heart pounding the AMA Supercrossers continue their on going battles in the war for the title. Racing season is in top gear and Motoworld is right in the thick of it!

2nd Verse - Different from the first. Hold on tight and lock in the differential, as Jerry rejoins the boys from land rover. It's the International Camel Trophy selection in Seville, Spain. This is the true definition of hardcore!

Then, the MW2 Rev It Up crew heads to Clarksburg, West Virginia for Round Five of the GNCC Series. Jerry updates the brewing rivalry between Honda's King of the Hill, Scott Summers, and Suzuki's Ace in the Hole, Paul Edmonson. At the same time Jerry tests his skills on a Fred Bramblet tuned Honda XR400. Don't miss it!

MOTOWORLD
APRIL 1997 SCHEDULE ON *ESPN2*

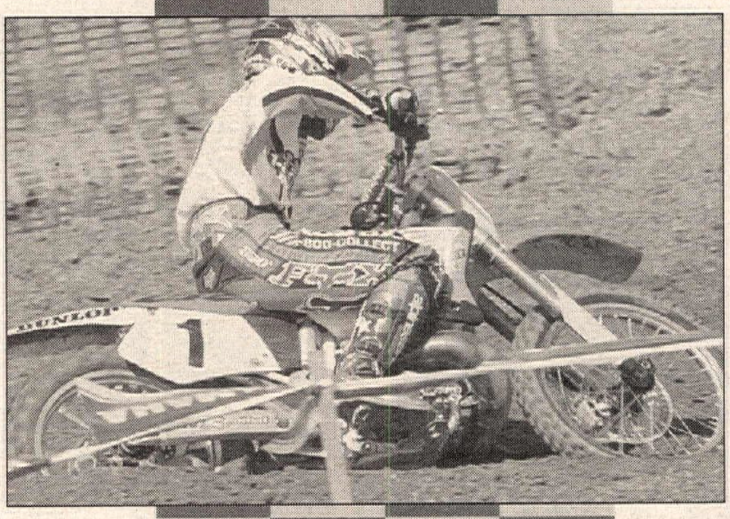
Original Show Telecast				Repeat Telecast		
EASTERN TIME						
				4/2	Wed	2:00-2:30AM
4/4	Fri	10:30-11:00PM	&	4/5	Sat	12:30-1:00PM
				4/9	Wed	3:30-4:00AM
4/10	Thur	7:30-8:00PM	&	4/12	Sat	12:30-1:00PM
				4/16	Wed	3:00-3:30AM
4/19	Sat	12:30-1:00PM	&	4/19	Sat	10:00-10:30PM
				4/22	Tues	3:00-3:30AM
4/25	Fri	11:00-11:30PM	&	4/26	Sat	12:30-1:00PM
				4/28	Mon	3:00-3:30AM

MOTOWORLD 2 "REV IT UP"
APRIL 1997 SCHEDULE ON *ESPN2*

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
3/23	Sun	7:30-8:00	&	3/24	Mon	5:30-6:00AM
4/5	Sat	4:00-4:30PM	&	4/8	Tue	2:00-2:30AM
4/26	Sat	1:00-1:30AM	&	4/28	Mon	5:30-6:00AM
5/11	Sun	1:30-2:00PM	&	5/17	Sat	3:30-4:00AM
5/18	Sun	1:00-1:30PM	&	5/19	Mon	2:00-2:30AM

DAYTONA BIKE WEEK
APRIL 1997 SCHEDULE ON *ESPN2/ESPN*

EASTERN TIME				
NASB, FUSA, Buell (repeat)	4/1	Tues	12:00-2:30AM	ESPN2



1997 SUPERCROSS
APRIL 1997 SCHEDULE ON *ESPN2*

EASTERN TIME			
Houston, TX	3/28	Friday	9:30-11:30PM
(repeat)	3/29	Saturday	1:00-3:00PM
(repeat)	4/1	Tuesday	1:30-3:30PM
(repeat)	4/1	Tuesday	4:00-6:00PM
Orlando, FL	4/4	Friday	8:30-10:30PM
(repeat)	4/5	Saturday	3:30-5:30AM
(repeat)	4/6	Sunday	6:00-8:00PM
(repeat)	4/7	Monday	4:00-6:00PM
St. Louis, MO	4/11	Friday	9:30-11:30PM
(repeat)	4/15	Tuesday	4:00-6:00PM
Pontiac, MI	4/26	Saturday	11:00-1:00AM
(repeat)	5/1	Thursday	3:30-5:30AM

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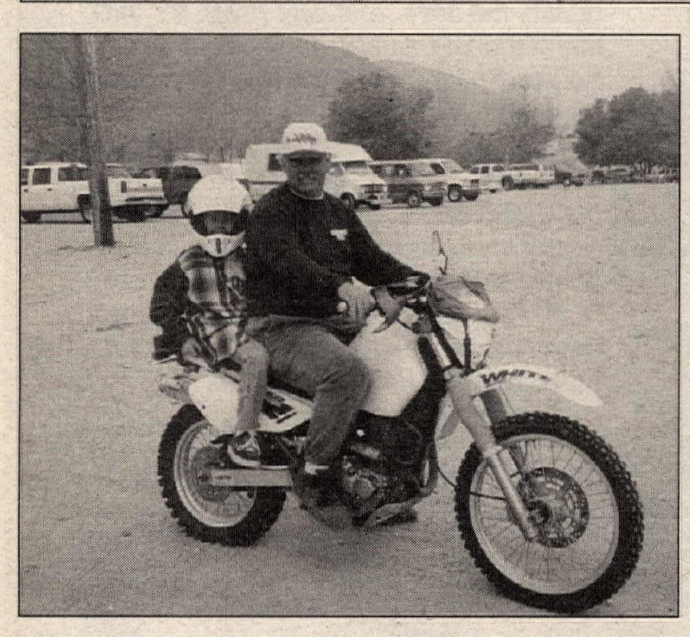

(Left) Some of the Orange County Dualies stop for a better view on the fourth annual Pediatric Brain Tumor Foundation Ride for Kids Dual Sport ride. The club raised over $15,000 for the cause, nearly half of the $33,768 raised at the event.
(Right) Pediatric Brain Tumor Foundation poster kid, Derek, goes for a ride with Orange County Dualies President Larry Langley.

Espinosa earned the High Point C trophy by a wide margin with a respectable 32-point card. High Point C runner-ups with 38-point cards were Wade Johnston (250cc-class winner), Chris Vecchione and Steve Bertoline. Finally, Kathi Campbell dropped 33 to whip the rest of the Women's class, while Joe Galie's 42 points earned the Masters-class victory.

Sandy Lane Enduro
Green Bank, New Jersey
Results: March 16, 1997

GRAND CHAMPION: 1. Fred Hoess (Suz) 13.
H-PT A: Terry Tucker (Kaw) 19.
H-PT B: Michael Crum (KTM) 30.
H-PT C: Dennis Espinosa (Hon) 32.
AA: 1. Kevin Bennett (CRE) 14; 2. Jack Lafferty Jr. (KTM) 14; 3. Jeff Kirchner (Kaw) 18; 4. Michael Moore (Yam) 18; 5. Craig Shenigo (Yam) 19.
125 A: 1. Drew Smith (Hon) 23; 2. Craig Copeland (Hon) 30; 3. Greg Davies (Yam) 33; 4. Michael Sigety (G-G) 33; 5. Edward McGall (Yam) 34.
200 A: 1. Robert Mohn (Kaw) 20; 2. Scott Wolcott (Kaw) 33; 3. Steve Marando (Kaw) 41; 4. Perry Hodges (Yam) 47; 5. Todd Lockard (Kaw) 49.
250 A: 1. Michael Bradway (Yam) 19; 2. Stewart Crouch Jr. (Hon) 23; 3. Steve Leatherwood (Yam) 24; 4. Brian Carroll (Suz) 26; 5. Brian Russell (Kaw) 27.
OPEN A: 1. Tom Folkl (Mai) 24; 2. Dave Goremm (KTM) 26; 3. Byron Culbertson (Hon) 28; 4. Rich Kline (KTM) 30; 5. Clifford Tenney (KTM) 40.
4-STRK A: 1. Mark Hummel (Hon) 23; 2. Vernon Wood (Kaw) 29; 3. Lewis Smith Jr. (Hon) 30; 4. Ken Zabroski (Hon) 34; 5. James Reber Sr. (Hon) 64.
VET A: 1. Todd Reder (Suz) 22; 2. Mark Uth (KTM) 22; 3. James Gunselman (Yam) 23; 4. John Robbins (Kaw) 24; 5. Rob Morris (Suz) 25.
SR A: 1. Hank Stankiewicz (Kaw) 25; 2. Dave Barlow (Kaw) 28; 3. Bill Atherholt (Suz) 28; 4. Tom Marsh (G-G) 38; 5. George Potts (KTM) 46.
S/SR A: 1. Scott Wolfersberger (Yam) 26; 2. Jack Lafferty Sr. (KTM) 32; 3. G.H. Huhn Jr. (KTM) 43; 4. Richard Tompkins (TM) 44; 5. George Clickner (Hus) 48.
125 B: 1. Daniel Stoppi Jr. (Kaw) 38; 2. Jim Rink (Hus) 45; 3. Steve Fox (KTM) 58; 4. Daniel Compton (KTM) 60; 5. David Chambliss (Yam) 73.
200 B: 1. Todd Quinn 33; 2. William Hess (Kaw) 41; 3. George Sigler (Kaw) 52; 4. George Potts III (Kaw) 53; 5. Andrew Simboli (Kaw) 77.
250 B: 1. Bryan Page (Hon) 31; 2. Peter Burnett (Yam) 33; 3. Scott Gribble (Kaw) 35; 4. Phil Cassot (KTM) 37; 5. Jim Fontanazzi (Yam) 39.
OPEN B: 1. Jerry Kitts (KTM) 39; 2. Mike Malvasio (KTM) 44; 3. Eric Hartem (Hon) 48; 4. Rod White Jr. (KTM) 54; 5. Scott Graver (KTM) 57.
4-STRK B: 1. Ron Smith (Kaw) 37; 2. Stacey Clark (Hon) 47; 3. Blair Kolbeck (Kaw) 47; 4. James Paul (Hon) 51; 5. Robert Barr (KTM) 57.
VET B: 1. Craig Burfield (Kaw) 32; 2. Michael Bianco (Yam) 32; 3. Michael Dolecer (Kaw) 40; 4. Timothy Kohl (Suz) 40; 5. Ed Hamilton (Kaw) 44.
SR B: 1. Brent Bush (Kaw) 36; 2. Kerry Koeller (Hus) 50; 3. Lee Herron (KTM) 54; 4. Gerald Stake (Kaw) 68; 5. Norman Franckle Jr. (KTM) 77.
S/SR B: 1. Roy Howard (Suz) 90; 2. Raymond Laforce (Hon) 111; 3. Tim Stibitz (Kaw) 140; 4. Jim Christiansen (Kaw) 162.
200 C: 1. Chris Raulf (Kaw) 42; 2. John Hummel (Kaw) 44; 3. Kevin Cammon (Kaw) 47; 4. John Dunn (Kaw) 50; 5. Richard Johnson (Kaw) 55.
250 C: 1. Wade Johnston (Suz) 38; 2. Chris Vecchione (Kaw) 38; 3. Tom Newcomb (Yam) 40; 4. Anthony Deo (KTM) 40; 5. Rick Iaiacoma (Kaw) 54.
OPEN C: 1. Jack Hannaway (KTM) 64; 2. Brian Hartem (Hon) 66; 3. Erik Wynters (KTM) 66; 4. Scott Elliott (Suz) 91; 5. Rene Carmenaty (KTM) 99.
4-STRK C: 1. Chuck Potts (Suz) 50; 2. M. Gagliardi (Suz) 55; 3. Rick Rosseter (KTM) 57; 4. Richard Anderson (Hon) 58; 5. Russ Stevenson (Hon) 63.
VET C: 1. Steven Bertoline (Kaw) 38; 2. Joseph Smith (Kaw) 39; 3. Roger Plumacher (Yam) 47; 4. Keith Krause (Suz) 50; 5. Joe Chambliss (KTM) 51.
WMN: 1. Kathi Campbell (Kaw) 33; 2. Jennifer Eyrich (Yam) 367.
D/S: 1. Bill Hope (Suz) 71; 2. Dave Christian (Hon) 88; 3. Dan Pirrallo (Suz) 200; 4. Alexander Welsh Jr. (Suz) 242.
MSTR: 1. Joseph Galie (Yam) 42; 2. Robert Hoover (Hon) 66; 3. Dan Van Driel (Hus) 72; 4. Ed Baker (Hon) 128.

Pediatric Brain Tumor Foundation Ride for Kids Dual Sport

Sacred journey

By Sylvester Bogard

SAN BERNARDINO, CA, MAR. 16

The Ride for Kids Dual Sport ride is more than just a motorcycle ride. It is a fundraiser for the Pediatric Brain Tumor Foundation.

The Pediatric Brain Tumor Foundation is the brainchild of Mike Traynor, who years ago promoted the first ride as a means to help a friend's child who was stricken by a brain tumor. Over the years, the PBTF has raised over $4 million via street and dual sport rides held across America each year. Thanks to support of the foundation by American Honda, all the money raised goes directly into research.

The 1997 kickoff event was the Ride for Kids Dual Sport Ride co-hosted by D-37 and AMA Dual Sport. Held at Glen Helen OHV Park, approximately 160 riders and 50 volunteers turned out for the annual event. Riders were greeted by the sight of former Motocross and Supercross National champ Jeff Stanton flipping pancakes for the riders' breakfast. Food for the pancake and sausage breakfast was donated by D-37 Dual Sport President John Siebler's employer, Aramark. Also on hand were Team Kawasaki's Larry Roeseler and Team Honda's Chuck Miller.

Riders were introduced to guest speakers and three poster children of the Pediatric Brain Tumor Foundation, Jena, Derek and Trent. Mike Traynor introduced each child and the kids were "adopted" into the dual sport clubs present (Team Dual Dogs, Desert MC, Chaparrals, USA Dual Sport, Big Bear Trail Riders and Orange County Dualies). Each child received a hat and T-shirt from the clubs.

Then the big check was unveiled and riders found out that they had raised a grand total of $33,768, an $11,000 increase from the 1996 event. Top individual fundraisers were Larry Langley ($1902), Ed and Barbara Schneiderhan ($1550), Jim and Jackie Nicholson ($1050), Larry Woodruff ($1035) and John Willoughby ($1033).

But the big story was the amount raised by the top club, Orange County Dualies. They checked in with a $15,102 donation, almost half of the total amount raised. According to club spokesman Eric Bondus, the club sponsored its second annual Motorcycle Parts and Accessories Garage Sale and raffled off two refurbished used motorcycles in addition to individual club member fundraising.

"We decided to get behind this event last year and raised five grand," Bondus said. "Then when our adopted Dualie, Michael Hoefflin, succumbed to his disease, we dedicated our efforts in '97 in his name and made an all-out effort to raise money. We want to thank everyone in the industry who donated products and especially Fineline Motorsports for letting us use their place for the sale. Also Jeff Stanton, Larry Roeseler and actor Perry King for taking the time to come to the sale and sign autographs."

The motorcycles raffled off were donated by Wilsons Motorcycles of Fresno, a Kawasaki KLR600, and Russ and Jane Madsen of Long Beach, a Honda XR250. The bikes were refurbished with new tires, brakes, sprockets, chains, cables and any other necessary parts. The winning tickets were drawn by Stanton and Roeseler. The first winner was Brian Tinkler, who was on hand as a volunteer. Brian got his choice of the bikes and quickly settled on the XR250. "Easy choice, I work for American Honda," said the happy Tinkler. The next ticket won the KLR600 and the winning ticket belonged to Sarah DiRuscio. When informed that she had won, she promptly told the Dualies to sell the bike and donate the proceeds to the Pediatric Brain Tumor Foundation. "I don't ride but I bought the ticket because it is such a great cause," DiRuscio said.

Things got emotional when Dualies President Larry Langley accepted the award for top club and dedicated the money raised to the memory of Michael Hoefflin and to Michael's dad Chris, who was on hand. There wasn't a dry eye in the place. "I just lost it emotionally," Langley said. "Having Chris here was very special to us. We hope that our efforts will make a difference down the line. We do this for the kids."

The other top clubs were the Dual Dogs with a $2262 donation, Desert MC with $2001, USA Dual Sport with $1842 and Cal Poly Penguins with $1620 raised. Fineline Motorsports was the top dealer with $9902 followed by Malcolm Smith Motorsports with $4053, Simi Valley Honda with $2999, Honda of Redlands with $1550 and Rice Honda with $1050.

While the riders headed out on the 100-mile course, Roeseler was visibly moved by the scene. "I knew this was important but until you see it in person, you just can't imagine the impact," Roeseler said. "Next year I'll be back with a dual sport bike so I can ride with everyone."

Stanton did bring a dual sport bike and gave a very nice speech before taking off on the course. "When I was participating in my very last race, I promised my wife that I would never race again, even in fun," Stanton said. "So now I'm just like you, riding dual sport for the fun of it."

The ride itself headed up into the San Bernardino National Forest with the first section containing an optional "hard way." At the riders meeting, Honda's Paul Slavik warned everyone that the first section up Bailey's Truck Trail was rocky and rugged and that an easy way around via road was recommended for any beginners on hand. Challenging it was, with sections of grapefruit-sized rocks for the riders who chose to take it on. After climbing to the top, riders were greeted with a great view of the depleted Lake Silverwood. The lake has been drawn down to allow work on a new power plant.

After winding around the area, riders found themselves at Cajon Summit with a check manned by Malcolm Smith Motorsports volunteers. From the summit, riders took roads and trails through the Baldy Mesa area where another hard/easy choice awaited. The hard way led riders on single-track trails which were rated difficult by most of the participants. "These trails are just a couple of miles from my house and I didn't even realize it," said Phelan resident Larry Woodruff.

As riders made their way back to Glen Helen OHV Park, they utilized the fire roads above Lytle Creek for a fun section with spectacular views. Among the riders were a group of U.S. Forest Service rangers from the San Bernardino National Forest, some on their first dual sport ride.

After the last rider struggled in, the volunteers were the last to pack up and head home. D-37 Dual Sport Referee and PBTF Task Force Leader Paul Flanders summed it up: "This was wonderful. It's really something to see, first-hand, motorcyclists getting involved in such a great project. Hopefully it will grow each year."

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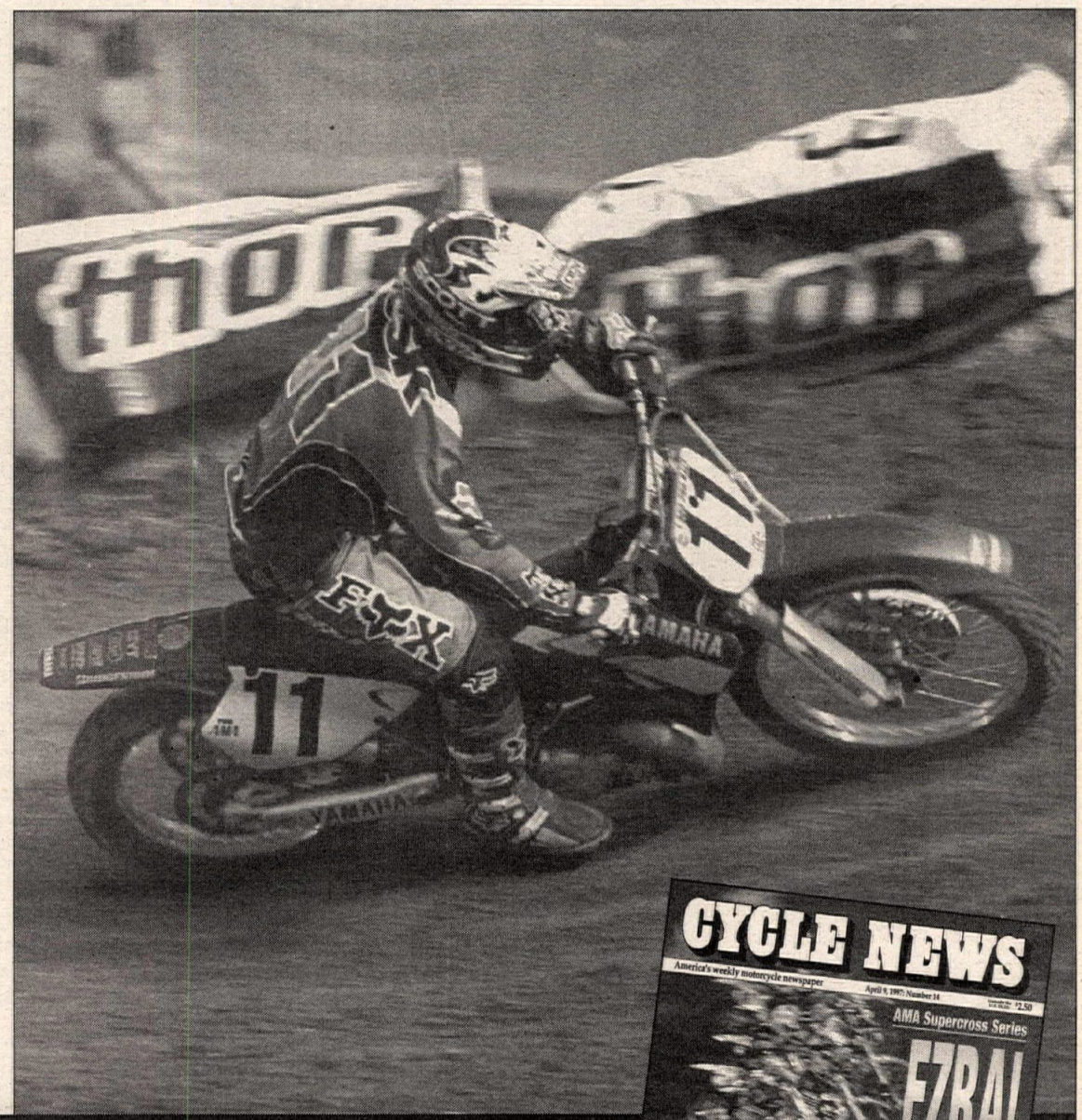

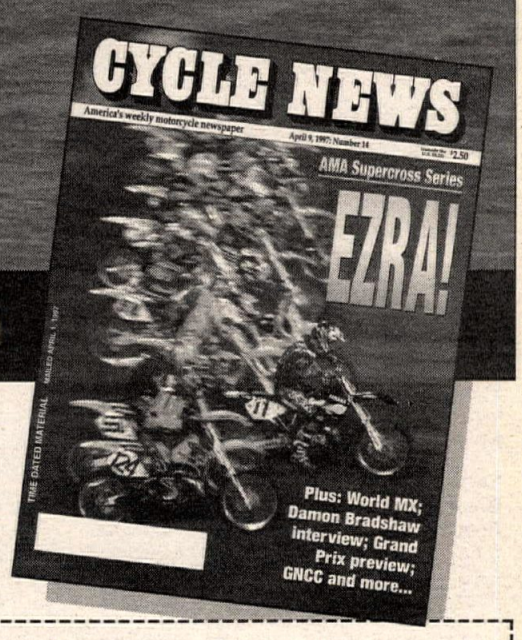

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(Left) Galen Burton won the 125cc Novice class at the Silver City MX Park in Sterling, Kansas, with a 1-1 moto score. (Above) Mike DeStefano won the Vet Novice class at the Bandito GP in Palmdale, California.

Burton takes first in Kansas MX series

By Scooter Bell
Photos by Craig Cole

STERLING, KS, MAR. 23

Galen Burton won the 125cc Novice class at Silver City MX Park in Sterling, Kansas, with two decisive moto wins.

In the first moto, Burton chased Kelcey Church for most of the first two laps, then made his move to take the lead. A hard-charging Jason Rouse pushed Church for the second spot, but Church held him off to hold his position.

In the second moto, Burton took the lead over a huge uphill to walk away for the overall win. The battle then turned to second as Church and Rouse worked on each other. Church again held off Rouse for second, while Mike Caves came in fourth and Josh Luinstra put in a great ride for a fifth overall.

The 250cc Pro class was won by Jeff Hedden with Rich Miller and Marc Gifford keeping Hedden on his toes. This was Hedden's first race back since breaking his leg. He lead from start to finish in both motos to take the overall win. Miller had to push Gifford hard in both motos and took second overall. Gifford finished third and Steve Herschell came in fourth.

Hedden also returned to win the 125cc Pro class over Gifford, Dennis Burnett and Robert Trumpower in fourth.

Results

P/W: 1. Allan Hartigan; 2. Gabe Moore; 3. Sydney Waner; 4. Kimber Hardey; 5. Jake Tresdall.

60: 1. Gavin Moore; 2. Dusty Herring Jr.; 3. Faron Cotten; 4. Todd Webb; 5. Brandon Daley.

80 JR: 1. Blake Dunn; 2. Dusty Herring Jr.; 3. Kyle Smith; 4. Jamie Brown.

80 SR: 1. Josh Luinstra; 2. Shawn Stuart; 3. Jeff Walter; 4. Brett Mackey; 5. Dustin Patterson.

SCHBY: 1. Jeremy Hitschmann; 2. Josh Luinstra; 3. Shawn Stuart; 4. Jeff Walter; 5. Jeremy Tucker.

OPEN WMN: 1. Shelly Robertson.

125 NOV: 1. Galen Burton; 2. Kelcey Church; 3. Jason Rouse; 4. Mike Caves; 5. Josh Luinstra.

125 B INT: 1. Bobby Bills; 2. Derrick Creech; 3. Heath Unruh; 4. Jason Whiting; 5. Jason Bernhardt.

125 PRO: 1 . Jeff Hedden; 2. Marc Gifford; 3. Dennis Burnett; 4. Robert Trumpower.

250 NOV: 1. Jerry Harmer; 2. Todd Washburn; 3. Ryan Collins; 4. David Paul; 5. Derik Driskill.

250 INT: 1. Bobby Bills; 2. Darcy Sevart; 3. Derrick Creech.

250 PRO: 1. Jeff Hedden; 2. Rich Miller; 3. Marc Gifford; 4. Steve Herschell.

VET INT: 1. Ken Voss; 2. John Voss; 3. Eric Webb; 4. Greg Gilman; 5. Jim Scott.

VET PRO: 1. Steve Herschell; 2. Russel Hinckley.

40+ INT: 1. Rob Lamberts; 2. Daryl Walter; 3. Harold Beavers; 4. Tom Bridgess; 5. Roy Mackey.

P/VINT +5: 1. Tim Wingfield; 2. John Pangle: 3. Andy Stout: 4. Daryl Walter; 5. Alan Sandefur.

P/VINT +10: 1. Glenn Burton; 2. Rick Bachman; 3. Gary Dicke; 4. Gordon Crow; 5. Don Dellinger.

VINT: 1. Bill Patton; 2. Tom Bridgess; 3. Stan Newton; 4. Marlin Hitschmann; 5. Ron Schroeder.

DeStefano devastating at Bandido Grand Prix

By Greg Robertson

PALMDALE, CA, MAR. 23

KX500-rider Mike DeStefano ran away with the Vet Novice class win at the Bandido Grand Prix, which was the third and final round of California Racing Club's Red Cross Charity Series, held at Los Angeles County Raceway.

Vince Baioni grabbed the early lead as the huge field made its way through the Saddle Glen portion of the course for the first time. DeStefano had the big two-stroke running second ahead of Tom Miller, Jere Mason, Brian Thomas and David Aloisio. Miller overtook DeStefano for second on his YZ250 and closed in on Baioni on the J.B. Memorial section of the track. Miller took the lead a short time later and by lap three had a couple of seconds on Baioni, who was fending off DeStefano.

A lap later Baioni and DeStefano found themselves arguing over the lead when Miller went down and dropped back to sixth. DeStefano dogged Baioni for another circuit on the extended sand track before roosting past him and into the lead. From this point on DeStefano was simply untouchable, increasing his lead by five seconds a lap to take a most impressive win.

Baioni looked to have the runner-up position to himself until a hard-charging Miller got around him in the final laps of the 45-minute race for a well-deserved second-place finish. Steve Wilbanks put in a great ride, picking off riders slowly from his 11th-place start to finish fourth over Eddie Rea and Mason.

One of the best races of the day was in the Vet Intermediate class where Jimmy Roberts and Frank Costanzo battled over the lead for the first 30 minutes before Costanzo was finally able to break away for the win. Randy Wilkins worked through the fast field from a near-last start to finish third. In his first ride back from a badly broken leg, Karl Allen finished a respectable fourth over Jim Parrish and John Ferro.

Results

P/W (0-6): 1. Lee Saul (Yam); 2. Shawn Rhinehart (Yam).

P/W (7-9): 1. Nicholas Evans (Yam); 2. Preston Lundin (Yam); 3. Brian Fitzpatrick (Suz); 4. Ken Slater (Yam).

S/STK (0-6): 1. Dustin Petty (LEM).

S/STK (7-9): 1. Billy Ballestero (KTM); 2. Shana Rhinehart (LEM); 3. Timmy Ritzler (KTM).

MOD: 1. Douglas Carter (KTM); 2. Timmy Ritzler (LEM); 3. Kyle Jenkins (LEM).

60 BEG: 1. Cody Sandefer (Kaw); 2. Tye Hames (Kaw); 3. Timothy McDaniel (Kaw); 4. Steven Hall (Kaw); 5. Randall Hall (Kaw).

60 (9-11): 1. Nicholas Burson (Kaw); 2. Garrett Norr (Hon); 3. Dustin DeLucia (Kaw); 4. Mike Gomez (Kaw).

80 BEG: 1. T.J. Dee (Yam); 2. Troy Tittlemier (Hon); 3. Jeff Brodsly (Yam); 4. Brian Melsheimer (Yam); 5. Ryan Riess (Hon).

80 (7-11): 1. Nicholas Burson (Hon); 2. Anthony Barbacovi (Yam); 3. Dave Carter (Kaw).

80 (12-13): 1. Chris Norr (Suz); 2. David DeLucia (Yam).

80 (14-16): 1. John Simanovich (Hon); 2. Jason Terry (Yam); 3. John Grover (Yam).

B/WHL: 1. William Klein (Hon).

DECADE: 1. Kirk Barnett (Kaw).

125 BEG: 1. Donnie Durrer (Suz); 2. Chaz Smith (Yam); 3. Brent Cain (Yam); 4. Brandon Bujold (Hon); 5. Bradley Wilson (Kaw).

125 NOV: 1. Jeff Edie (Hon); 2. J.J. Bonanno (Yam); 3. Steven Harbison (Hon); 4. David Johnson (Suz); 5. William Arthur (Hon).

125 INT: 1. Dustin Evans (Suz).

250 BEG: 1. Michael Hull (Suz); 2. Brian Sherred (Hon); 3. Tim Crawford (Suz); 4. Adam Quick (Hon).

250 NOV: 1. Brent Greer (Suz); 2. Don Reynolds (Hon); 3. John Butler (Yam); 4. Steve Bacon (Hon).

250 INT: 1. Tod Sciacqua (Suz); 2. Nick Mairose (Yam); 3. Alvin Zalamea (Suz).

250 PRO: 1. Bill Sauro (Hon).

500 BEG: 1. Kyle Frazier (Hon).

JR VET BEG: 1. Seth Hoover (Hon); 2. Robert Miller (Hon); 3. Morgan Secor (Hon); 4. Paul Morgan (Yam); 5. Tim Crawford (Suz).

JR VET NOV: 1. Tim Konkol (Yam); 2. Steve Norr (Hon); 3. Darren Shoeffer (Hon); 4. Brad Pietro (Suz); 5. Pat Dolan (Hbg).

JR VET EX: 1. Rick O'Donnell (Hon).

VET BEG: 1. Tim Trella (Hon); 2. Gary Taylor (Kaw); 3. Dave Hagberg (Hon); 4. Kory Russell (Suz); 5. Ray Ritzler (KTM).

VET NOV: 1. Mike DeStefano (Kaw); 2. Tom Miller (Yam); 3. Vince Baioni (Hon); 4. Steve Wilbanks (Suz); 5. Eddie Rea (Yam).

VET INT: 1. Frank Costanzo (Hon); 2. Jimmy Roberts (Hon); 3. Randy Wilkins (Suz); 4. Karl Allen (Hon); 5. Jim Parrish (Suz).

VET EX/PRO: 1. Tim Telford (Hon); 2. Leo Saul (Yam).

SR AM: 1. Jack Gill (Hon); 2. Rick Kanatzar (Hon); 3. Ress Benson (Hon); 4. Andy Gill (Yam); 5. Randall Sandefer (Hon).

SR EX: 1. Willie Kennedy (Hon); 2. Gary Egloff (Hon); 3. Bob Dunham (Yam).

O/T JR VET: 1. John Ferro (Hon); 2. Martin Firestone.

O/T NOV: 1. John Webb (Hon); 2. Raleigh Webster; 3. Larry Kirsch (Hon); 4. Bill Weltman (Hon); 5. Kurt Sofka (Kaw).

O/T AM: 1. Richard Bealer (Yam); 2. Charles Watanabe (Hon); 3. Hank Owen (Hon); 4. Rick Early; 5. Fred Kalmick (Kaw).

O/T EX: 1. Hugh Blacka; 2. Gary Willison (Kaw); 3. Robert Fiesler; 4. Charles Howell (Yam); 5. Scott McDonall (Hon).

O/T MSTR B: 1. Dennis McAdam (Kaw); 2. Alan Gerkey; 3. Scott Freeman (Hon); 4. Stewart Rodgers; 5. Gary Egloff (Hon).

O/T MSTR A: 1. Willie Kennedy (Hon); 2. Jim Diyorio; 3. Terry Davis; 4. Steve Clark (Yam).

Team Race

INT/EX: 1. Tod Sciacqua/Alvin Zalamea; 2. Tony Bienert/Dustin Evans; 3. Ken Neitzel/Chris Neitzel; 4. Kenji Gauthier/Charlie Morris.

80: 1. Anthony Barbacovi/Nicholas Burson.

125: 1. Justin Innalfo/Cain Smead; 2. Brent Cain/A.J. Stogner; 3. Brad Dawson/Randy Wareberg; 4. Rick McComb/Lee Saul; 5. Jimmy Smith/Gary Ivan.

250: 1. Loren Jenkins/Brett Fortner; 2. Tula Cunningham/Clarence Abbott; 3. Ryan Bradish/David Rasmussen; 4. Russell Reilly/Gary Beaird; 5. Matt Blacklock/Mike Guethlein.

IRONMAN 60: 1. Randall Hall; 2. Steven Hall; 3. Timmy McDaniel.

IRONMAN: 1. John Butler; 2. Randy Wilkins; 3. Greg Wilkins; 4. Jared Sproul.

Warstler whips Webster MX

By Larry Witmer

NORTH WEBSTER, IN, MAR. 22

Kory Warstler won both motos in the 80cc 12- to 15-year-old division, beating a talented field of young Mini speedsters to claim the overall victory on a chilly 32-degree day.

Warstler powered his way to the front of the pack at the start of the first moto with Aaron Williams on his North End Cycle Honda in second, Mike Klinger third and Daniel Kessel fourth. Klinger passed Williams down the fast road straight with an inside line feeding into an off-camber, sandy switchback.

Warstler made a rare mistake going through the infield rockers, his rear end kicking up and almost spitting him off, which allowed Klinger to close the gap at the completion of the second lap. Williams had to clean the sand off his bike after crashing in a corner, dropping him from the top five.

On the white-flag lap, Warstler open up a 10-bike-length lead over Klinger, who had four seconds on third-place Dan Kessel. Williams put on a good charge through the pack to get to fourth, while Mike Zylstria snagged fifth.

Warstler holeshot the second moto with Klinger, Kessel, Zylstria and Williams in pursuit. Worstler kept his CR wicked on the opening lap with Klinger keeping pace with the front runner and the duo quickly outpaced the pack by the completion of the first lap. Williams made his bike dance through the rockers to overtake Zylstria for third on lap two.

Warstler pulled a small advantage over Klinger by the third lap, and maintained his fast pace through the completion of the race to take the moto and overall win. Klinger stayed close on his R&D Yamaha YZ to finish second overall.

The battle for the third spot continued between Kessel and Williams, with Williams making his move on the last lap going through the fast back stretch. Williams kept the gas on longer and with the momentum off the Superbowl Jump, stole third place and finished fourth overall. Kessel finished fourth in the moto and earned third overall, while Zylstria finished fifth overall with 5-5 moto finishes.

Results

P/W (4-6): 1. Dian Klinger (LEM); 2. Kiefer Banter (KTM); 3. Scott Troyer (KTM).

P/W (7-8): 1. Sean Troyer (Cob); 2. Brandon Rose (KTM); 3. Louie Kendal (LEM); 4. Tyson Kelsey (KTM).

AUTO (4-8): 1. Frank Fisher (Yam); 2. Dian Klinger (Yam); 3. D.J. Flaugh (Yam); 4. Brian Kelsey (Yam).

60: 1. Brandon Rose (Kaw); 2. Mike Borelli (Kaw); 3. Bryan Ruskton (Kaw).

80 (12-15): 1. Kory Warstler (Hon); 2. Mike Klinger (Yam); 3. Dan Kessel (Hon); 4. Aaron Williams (Hon); 5. Mike Zylsria (Hon).

YTH (12-15): 1. Mike Klinger (Kaw).

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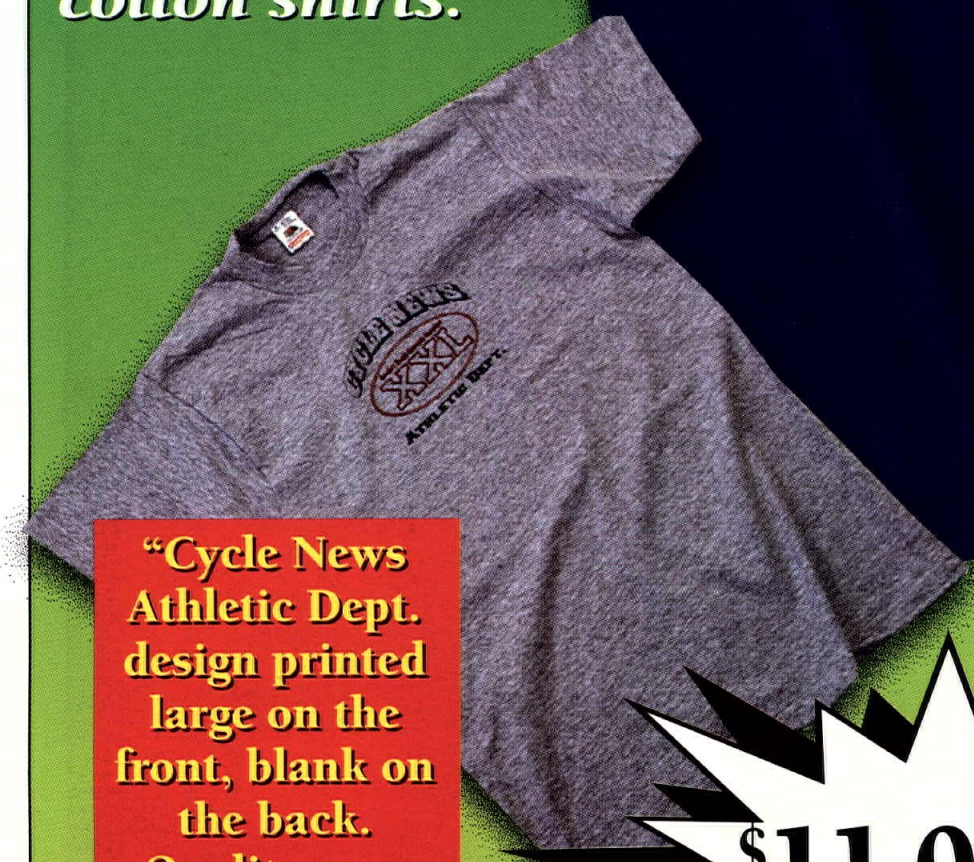

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30+ B: 1. Bobby Pryor (Suz).
(16-24): 1. Marshall Smith (Hon).
80 (7-11): 1. Larry Klinger (Suz); 2. Bryan Rushton (Kaw).
80 OPEN: 1. Dan Kessel (Hon); 2. Mike Klinger (Yam); 3. Larry Klinger (Suz).

Dostal flows at Glen Helen MX

By Tony Alessi

SAN BERNARDINO, CA, MAR. 23
Team Suzuki's Jiri Dostal used a smooth, clean and controlled riding style to win the 125cc Pro division during the AMA Loretta Lynn-area qualifier held at Glen Helen Cycle Park.

This year only one area qualifier was scheduled in California, which will transfer 20 riders to the regional qualifier in early June. AMA officials stated that only AMA-sanctioned race tracks will be eligible to hold qualifiers, so Glen Helen Cycle Park will be used for both the area and regional events.

The SplitFire Kawasaki of David Pingree powered away for the first-moto victory in the first 125cc Pro race while Dostal finished a solid second in front of Brock Sellards and Jason Partridge.

The second moto saw Ty Kady out in front on his Trick Racing-backed RM, while Dostal and Sellards settled into second and third, respectively. First-moto winner Pingree had problems early in the race and was running outside the top five.

As the race progressed Dostal found a line on Kady and took the lead. Sellards used lapped traffic a few laps later to overtake Kady for second while Dostal increased his lead. In the end Dostal went on for the moto and overall win in front of Sellards, Kady and Pingree.

Team Chaparral's Bryan McGavran was the undisputed king of the first 125cc Intermediate moto by performing a classic hide-from-the-pack win.

Donovan Mitchell and Arizona's Scott Conley battled to the wire for second, with Mitchell getting the nod at the finish. Oscar Valdez rounded out the top four.

The second moto looked like a repeat performance for McGavran but two falls stopped his charge and handed the lead to Michael Constantinov, who promptly ran away with the second moto.

In the end, it was Mitchell who posted the overall victory with a 2-2 score over McGavran's 1-3, Constantinov's 7-1 and Conley's 3-5.

Team Moto Lab Rat's Mike Young scored the overall win in the 80cc Expert class after two heated motos of racing. Team Green's R.J. Thompson smoked away for the first-moto win over Chris Gosselaar Young. The second moto saw Young turn the tables and come back for the moto and overall win, followed across the line by Gosselaar and Thompson.

Results

50 P/W (4-6): 1. Cole Seely (Act); 2. Chad Gores (LEM); 3. Bryce Terzian (KTM); 4. Tylor Hemme (LEM); 5. Kyle Smith (KTM).
50 P/W (7-8): 1. Mike Alessi (Cob); 2. Ryan McClintock (LEM); 3. Jared Partridge (KTM); 4. Davi Millsaps (Cob); 5. Mike Meade (Cob).
60 (0-8): 1 Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Phillip Bruscella (Kaw); 3. Marc Abernathy (Kaw); 4. Ryan McClintock (Kaw); 5. Travis Christensen (Kaw).
60 (9-11): 1. Joshua Grant (Kaw); 2. Carlos Gonzalez (Kaw); 3. Davi Milisaps (Kaw); 4. Jimmy Keys (Kaw); 5. Kelly Tedder (Kaw).
80 BEG: 1. Jimmy Keys (Suz); 2. Jeff Loop (Hon); 3. Nathan Pamintuan (Hon); 4. Michael Westling (Kaw); 5. Kyle DeQuilles (Yam).
80 NOV: 1. Daniel Reynolds (Hon); 2. Ty Morrow (Kaw); 3. Eric Meyer (Kaw); 4. Scott Simon (Suz); 5. Brad Huth (Kaw).
80 INT: 1. Dustin Miller (Yam); 2. Matthew Beavers (Kaw).
80 EX: 1. Michael Young (Hon); 2. Christopher Gosselaar (Hon); 3. R.J. Thompson (Kaw); 4. Chris Tocco (Suz); 5. Jonathan Shimp (Yam).
125 BEG: 1. Jeremiah Johnson (Hon); 2. Josie Kino (Suz); 3. Rick Essex (Hon); 4. Christopher Barrett (Suz); 5. Jorge Perez (Yam).
125 NOV: 1. Nathan Craig (Suz); 2. Jeff Burton (Yam); 3. Matthew Condon (Yam); 4. Matt Armstrong (Yam); 5. Louie Romo (Yam).
125 INT: 1. Donovan Mitchell (Yam); 2. Bryan McGavran (Yam); 3. Michael Contantinov (Yam); 4. Scott Conley (Kaw); 5. Oscar Vaidez (Suz).
125 PRO: 1. Jiri Dostal (Suz); 2. Brock Sellards (Kaw); 3. David Pingree (Kaw); 4. Ty Kady (Suz); 5. Jason Partridge (Suz).
250 BEG: 1. Jason Heagstedt (Yam).
250 NOV: 1. Josh Cavanaugh (Hon); 2. Bill Rohde (Yam); 3. Josh Wray (Yam); 4. Steve Saeing (Yam); 5. Richard Stewart (Yam).
250 PRO: 1. Ty Kady (Suz); 2. Jason Partridge (Suz); 3. Brock Sellards (Kaw); 4. Tim Sharp (Hon); 5. Joe Arnott (Hon).
JR VET BEG: 1. Scoff Truman (Yam); 2. Larry Widener (Kaw); 3. Todd McNitt (Hon); 4. Mark Murick (Yam).
JR VET NOV: 1. Ron West (Suz); 2. Pat Monnahan (Yam); 3. Bryan Petrie (Kaw); 4. Mondo Duran (Suz); 5. Frankie Castro (Suz).

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1991 AMA 125 West SX Champion

March 15, 1997, Jeremy McGrath, riding his Silkolene lubricated, factory Suzuki, showed the rest of the field how to get to the finish line first. The victory was Jeremy's first of the 1997 Supercross season and although having several podium finishes already this year, he said, "It was as rewarding as the first time he'd won a supercross." Jeremy relies on Silkolene lubricants to give him the confidence needed to push his factory Suzuki to the winning limit.

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(Left) Jack Gill won both Senior Amateur motos en route to his class win at the CRC Red Cross Charity Series in Palmdale, California.
(Above) Bobby Stovall (3) and Mitchell Hodges (567) battled all day long at Birch Creek MX. Hodges won the 250cc A class and Stovall finished second in the 125 and 250cc A classes.

JR VET INT: 1. Garey Tracey (Yam); 2. Alex Zapata (Yam).
VET BEG: 1. Eric Bishee (Kaw); 2. John Messer (Hon); 3. Kevin Barret (Kaw); 4. Jorge Perez (Yam); 5. Ray Williams (Yam).
VET NOV: 1. Jerry Jehon (Suz); 2. Jeff Early (Suz); 3. Jim Mangold (Yam); 4. Ronnie Brown; 5. Jim Hanna (Hon).
VET INT: 1. Jan Fitz-Gibbon (Suz); 2. Paul Wright (Yam); 3. Joel Harriot (Kaw); 4. Greg Coy (Hon).
VET EX: 1. Ron Turner (Yam); 2. Matt Tedder (Hon); 3. Chad Blough (Hon); 4. John Whitaker (Hon); 5. Doug Yarnell (Yam).
SR BEG: 1. Greg Pagan (Kaw); 2. Jason Yodogawa (Yam); 3. Karl Scanlan (Hon); 4. Tom Hewlett; 5. Jim Westling (Kaw).
SR INT:1. Jimmy Varis (Yam); 2. Mike Actenhofel (Hon); 3. Chuck Duran (Suz).
SR EX: 1. Bob Maxwell (Hon); 2. Jeff Harriott (Kaw); 3. Alan Kent (Yam); 4. Jim Hanson (Hon); 5. Dennis Boulwarr (Yam).
SR OPEN: 1. Cole Townsend.
WMN: 1. Jennifer Nelson (Kaw); 2. Jaime Pamintuan (Suz).

Gill, Hagberg haul at Edwards Motocross

By Greg Robertson

PALMDALE, CA, MAR. 16

Edwards Air Force Base and the dedicated crew of Desert Wheels M.C. played host to California Racing Club's round two of the Red Cross Charity Series.

Jack Gill totally destroyed the competition in both Senior Amateur motos, while Dave Hagberg split moto wins with Paul Morgan for the Vet Beginner win.

Gill could do no wrong in the first Senior Amateur moto. He timed the gate perfectly to grab the early lead over Andy Gill and Bob Hurst, and would build on his lead with each lap for a runaway win. Andy Gill finished a lonely second well ahead of Tom Patton, who put a last-lap move on Ross Benson for third.

Andy Gill put his YZ250 at the front of the pack as the gate hit the sand in round two. Bob Hurst held down second over Steve Barklow. Jack Gill was buried in the pack after a bad start but was absolutely flying, and within one circuit of the sandy double-jump-filled track, was within striking distance of Andy Gill: Jack was handed the lead when Andy bobbled and ran off the track briefly.

Once out front, Jack Gill just plain motored away from everyone for the win. Andy Gill and Hurst spent the latter half of the moto trying to decide who would finish second, with Gill making a pass stick on the last lap. Patton worked up for fourth over Barklow.

An exciting Vet Beginner first moto saw Mark Hesse lead for a while, then Kory Russell took his turn running out front for a couple of laps before Paul Morgan and Dave Hagberg joined in the dash for the checkers. Morgan prevailed with Hagberg and Russell a close second and third, respectively.

Morgan holeshot moto two with Hesse finding a way around on the first lap to lead. Morgan came back with a pass of his own only to case it on a double, run off the track and stall his engine. Hagberg came from a near-last-place start to take the lead at the midway point and slowly pull away for the win. Morgan recovered to pass Russell on the last lap for second overall.

Results

P/W (0-6): 1. Logan Russell (Yam); 2. Shawn Rhinehart (Yam).
P/W (7-9): 1. Nicholas Evans (Yam); 2. Shana Rhinehart (Yam); 3. Ken Slater (Yam); 4. Kody Russell (Yam).
S/STK (0-6): 1. Dustin Petty (LEM); 2. Billy Ballestero (Yam); 3. Timmy Ritzler (LEM).
60 BEG: 1. Tye Hames (Kaw); 2. Cody Sandefer (Kaw); 3. Randall Hall (Kaw); 4. Tim McDaniel (Kaw); 5. Steven Hall (Kaw).
60 (9-11): 1. Nicholas Burson (Kaw).
80 BEG: 1. Blake Margheim (Yam); 2. Ricky Hemme (Yam); 3. Troy Tittliemer (Hon); 4. Jeff Brodsly (Yam).
80 (7-11): 1. Michael Parker (Hon); 2. Nicholas Burson (Hon); 3. Dave Carter (Kaw); 4. Brett Crivier (Kaw).
80 (12-13): 1. Scott Howe (Yam); 2. Shane Smith (Hon); 3. Chris Norr (Suz); 4. Miles Buck (Suz); 5. Bo Williams (Hon).
80 (14-16): 1. John Simanovich (Hon); 2. Levi Reid (Yam).
125 BEG: 1. Chaz Smith (Yam); 2. Donnie Durrer (Suz); 3. Brent Gilliam (Suz); 4. Ryan Perez (Suz); 5. A.J. Stogher (Kaw).
125 NOV: 1. Jeff Eide (Hon); 2. Justin Kornoff (Hon); 3. J.J. Bonanno (Yam); 4. Jason Clark (Suz); 5. Rafeal Means (Hon).
125 INT: 1. Mike Gibson (Hon); 2. Dustin Evans (Suz); 3. Kevin Townsend (Hon); 4. Ryan Orr (Yam); 5. Nick Mairose (Hon).
125 PRO: 1. Brian Sweany (Hon); 2. D.J. Sweany (Yam); 3. Erik Lindstrom (Hon).
250 BEG: 1. Michael Hull (Suz); 2. Matthew Bates (Hon); 3. Paul Smith (Suz); 4. Ryan Baxendale (Suz); 5. Tim Meissner (Hon).
250 NOV: 1. Brent Greer (Suz); 2. Jeff Pennington (Hon); 3. Donnie Fetters (Suz); 4. Deke Williams (KTM); 5. Tyler Buck (Suz).
250 INT: 1. Tod Sciacqua (Suz); 2. Ronnie Densford (Yam); 3. Jason Dubin (Suz); 4. Nick Mairose (Yam); 5. Robbie Dunham (Yam).
250 PRO: 1. Bill Sauro (Hon); 2. Tim Telford (Hon); 3. Brian Sweany (Hon); 4. D.J. Sweany (Yam).
500 BEG: 1. Patrick Hulce Jr. (Kaw).
JR VET BEG: 1. Matt Morgan (Hon); 2. Larry Page (Yam); 3. David Wilson (Kaw); 4. Matt Arant (Kaw); 5. Paul Morgan (Yam).
JR VET NOV: 1. Donnie Pines (Kaw); 2. Tim Konkol (Yam); 3. Joe Ketterl (Hon); 4. John Jefferies (Hon); 5. Jeff Matthews (Suz).
JR VET INT: 1. Malcolm Solley (Hon); 2. Chuck Kober (Suz).
VET BEG: 1. Dave Hagberg (Hon); 2. Paul Morgan (Yam); 3. Kory Russell (Suz); 4. Mark Hesse (Hon); 5. Lonnie Little (Suz).
VET NOV: 1. Vince Bainoi (Hon); 2. Mike DeStefano (Kaw); 3. Steve Williams (Hon); 4. Robert Enriquez (Yam); 5. Jere Mason (Yam).
VET INT: 1. Randy Tittlemier (Hon); 2. Randy Wilkins (Suz); 3. Tony Bieneit (KTM); 4. Mike Licitra (Suz); 5. Edwardo Trippo (Hon).
VET EX/PRO: 1. Tim Telford (Hon); 2. Drey Dircks (Hon).
SR AM: 1. Jack Gill (Hon); 2. Andy Gill (Yam); 3. Bob Hurst (KTM); 4. Tom Patton (Yam); 5. Steve Barklow (Yam).
SR EX: 1. Bob Dunham (Yam).

Brewer best at Birch Creek MX

By Jay and Sharon Hauser

DANVILLE, VA, MAR. 23

Yamaha-mounted Troy Brewer came away with overall honors in 125cc A-class racing as the second round of the U.S. Eastern Motocross Spring Series came rolling into the beautiful woods of Southern Virginia. The event was the season opener for Birch Creek Motorsports Park and a killer turnout of 621 riders turn out to contest on the newly improved race course opener for Birch Creek.

With the changes to the track the Pro racing turned out to be a mixed bag of results, with three different riders taking Pro-class moto wins. Brewer started his day off right with a hard-fought win in the 125cc A class over Team Green rider Mitchell Hodges and another Kawasaki piloted by Bobby Stovall.

The second moto of 125cc A racing saw Stovall squeak past Brewer for the moto win, but Brewer's overall score of 1-2 netted him the top podium postion. Hodges suffered from bike problems and was unable to finish the second moto sending him all the way back to 13th overall. Suzuki of Winston-Salem ace Chad Newton rounded out the top three with a 5-3 tally.

In contrast to his 125cc A outing, the 250cc A-class racing was an all-Hodges affair as the Fox-backed rider muscled his way to a double-moto sweep. The 250cc riders showed a little more consistency as Stovvall nailed down a pair of strong seconds for second overall. Local Vet favorite Scott Shipley never has any problem running with the young boys and worked his way into two fine third-place rides to capture the final spot on the podium.

The 250cc C division proved to be just as exciting as the Pro show with some tight racing action. Jeff Day shot his Yamaha down the ski-jump hill first in both motos and held on to finish second overall with a 3-2 score, but it was Bryant Newton who topped the 24-rider class by wining both motos after two top-five starts. Marty Wilson finished third overall with a 2-5.

Results

51 (4-6) 1. Devon Pilkington (KTM); 2. D.J. Ellis (KTM); 3. Bobby Buhr (KTM); 4. Kristopher Wilkins (KTM); 5. Tyler Gantt (Act).
51 (7-8): 1. Brad Haar (KTM): 2. Broc Tickle (Act); 3. Seth Brown (Cob); 4. Chad Muterspaugh (Act); 5. Brett Chatman (LEM).
65 (7-9): 1. Thomas Hayes (Kaw); 2. Joshua Schmitt (Kaw); 3. Jeb Gaskill (Kaw); 4. David Mitchell (Kaw); 5. Ryan Fitzwater (Kaw).
65 (10-11): 1. Eric Brown (Kaw); 2. Christopher Slaughte (Kaw); 3. Jordan Troxell (Kaw); 4. Kevin Prillaman (Kaw); 5. Casey Loudon (Kaw).
85 (7-11): 1. Scott Terry (Yam); 2. Bryan Walker (Yam); 3. Michael Willis (Suz); 4. Stephen Shoaf (Suz); 5. Chase Shumate (Suz).
85 (12-15): 1. Isha Wood (Yam); 2. Cory Gholson (Yam); 3. Adam Sutton (Suz); 4. Joshua Sutton (Yam); 5. Joshua Dexter (Yam).
85 D: 1. Justin Huffman (Hon); 2. Phillip Shields (Hon); 3. Brad Duncan (Hon); 4. Brian Kelly (Hon); 5. Brian Watson (Yam).
S/MINI: 1. Michael Willis (Suz); 2. Adam Ward (Suz); 3. Joshua Dexter (Yam); 4. Scott Terry (Yam); 5. Isha Wood (Yam).
SCHBY: 1. Brad Henderson (Yam); 2. Jason LaPlante (Suz); 3. Aaron Clark (Yam); 4. Brandon Langdon (Yam); 5. Steven Williard (Suz).
125 A: 1. Troy Brewer (Yam); 2. Bobby Stovall (Kaw); 3. Chad Newton (Suz); 4. Danny Dailey (Yam); 5. Shane Templeton (Suz).
125 B: 1. Mitch Ward (Suz); 2. Kevin Weeks (Yam); 3. Steven Williard (Suz) 4. Aaron Clark (Yam); 5. Kyle Richardson (Kaw).
125 C: 1. Brad Henderson (Yam); 2. Justin Gibbs (Suz); 3. Josh Wood (Yam); 4. Wesley Kite (Suz); 5. Joshua Fulton (Kaw).
125 D: 1. Charles Watkins (Suz); 2. Travis Powers (Hon); 3. Michael Rigney (Kaw); 4. Andy King (Hon); 5. Joe Coley (Yam).
250 A: 1. Mitchell Hodges (Kaw); 2. Bobby Stovall (Kaw); 3. Scott Shipley (Hon); 4. David Price (Yam); 5. Chris Anstead (Kaw).
250 B: 1. Mitch Ward (Suz); 2. Scott Beard (Suz); 3. Brandon Williams (Hon); 4. Kyle Richardson (Kaw); 5. Nelan McFarlan (Hon).
250 C: 1. Bryant Newton (Yam); 2. Jeff Day (Yam); 3. Marty Wilson (Hon); 4. Zach Adams (Hon); 5. Stephen Benoy (Yam).
250 D: 1. Mark Hill (Hon); 2. Tim Ware (Hon); 3. Michael Vaj (Yam); 4. Jeff Belchez (Hon); 5. Winston Scott (Yam).
25+ A: 1. Scott Shipley (Hon); 2. Doug Neighbors (Hon); 3. Shane Templeton (Suz); 4. Chuck Green (Yam); 5. Steven Eagler (Kaw).
25+ B: 1. Brandon Williams (Hon); 2. Tyler Webb (Suz); 3. Kevin Rothrock (Hon); 4. Sean Rakes (Kaw); 5. Nelan McFarlan (Hon).
25+ C: 1. Jason Sell (Suz); 2. Michael Santoy (Hon); 3. David Howerton (Hon); 4. Ron Weaver (Yam); 5. Marshall Finch (Kaw).
30+ A: 1. Scott Shipley (Hon); 2. Jay Hauser (Hon); 3. Sidney Williams (Kaw); 4. Donnie Foster (Suz); 5. Barry Nelson (Hon).
30+ B: 1. Paul Mundt (Hon); 2. Jerry Robertson (Kaw); 3. A.C. Bruce (Yam); 4. Denny Prilliaman (Kaw); 5. Nick Allen (KTM).
35+: 1. Sonny Mitchell (Kaw); 2. Donnie Foster (Suz); 3. David Hobson (Yam); 4. Paul Mundt (Hon); 5. Barry Nelson (Hon).
40+: 1. Sonny Mitchell (Kaw); 2. Mark Smith (Suz); 3. Benny Stone (Hon); 4. Auman Parrish (Hon); 5. Greg Driscoll (Suz).
U/L: 1. Jason Baldwin (Hon); 2. Scott Beard (Suz); 3. Joseph Mason (Suz); 4. Michael Santoy (Suz); 5. Kevin Hatcher (Suz).
OPEN AM: 1. James Goin (KTM); 2. Tom Haar (Hon).

Andrews aggressive at OTHG Motocross

By Jim Enos

BRENTWOOD, CA, MAR. 16

Mark Andrews put in an impressive 2-1 moto score to capture first overall in the Beginner class, as the Bay and Sierra Chapters of the Over The Hill Gang joined forces and produced some exciting racing at the Sandhill Ranch MX park, hosted by Motowest Racing Enterprises.

The start of the first moto in the Beginner class saw the Bay Chapter's Brett Flory and Scott Riddle take an early lead as Mike McMannay and Andrews followed close behind. By the second lap, Andrews settled into a comfortable fourth-place position and patiently studied as Riddle and McMannay swapped the second-place position on the steep uphill section of the track. McMannay eventually found himself allowing the patient Andrews a hard-fought pass for third.

Meanwhile, as Flory slowly increased his lead, KX-mounted James Lester quickly began making his way through the pack until a motor-stalling bobble in a tight right-hand corner quickly cooled his jets. By lap five, Andrews' patience had finally worn thin as he steadily reeled in Riddle and race leader Flory. But, when the checkers waved, it was Flory squeaking out a first-place finish with second-placed Andrews hot on his rear tire, followed by Riddle and hard-chargers Ben Cristi and Lud Dawson rounding out the top five.

Andrews got aggressive in moto two and immediately put major distance between himself and the rest of the 20-rider field and never looked back. Flory and the Sierra Chapter's Matt Lee settled into seemingly comfortable second and third positions, respectively. But on lap three, Lee soon became uncomfortable as Miles Badger and the Bay Chapter's Dawson easily displaced him.

"One of my contact lenses slipped and I rode the rest of the race with only one eye," Lee said.

Badger and Dawson tried to mount an attack on the long-gone Andrews until the two tangled on the steep uphill jump and went down hard on lap four. With Badger and Dawson on the ground untangling their machines, Lee, YZ-

mounted Tom Maddock, Flory and Craig Mandru scooted by in tight formation. When the checkered flag came out, Andrews easily cruised across the finish line followed by Mandru, Cristi, Maddock and second-place overall finisher Flory.

Results

OTHG BEG: 1. Mark Andrews (Kaw); 2. Brett Flory (Kaw); 3. Craig Mandru (Kaw); 4. Tom Maddock (Yam); 5. Lud Dawson (Suz).

OTHG NOV D-1: 1. Shawn Davis (Yam); 2. Greg Abell (Kaw); 3. Kevin Wilkinson (Hon); 4. Kenny Walker (Hon); 5. Tom Damsen (Hon).

OTHG NOV D-2: 1. Derrik Arnold (Hon); 2. Jesse Navarro (Yam); 3. Ed Sims (Hon); 4. Shawn Risher (Yam); 5. J.B. Bowns (Hon).

OTHG INT: 1. John Marking (Hon); 2. Alan Brunk (Hon); 3. Richard Schilling (Hon); 4. Rob Dresser (Yam); 5. Mark Avery (Suz).

OTHG EX: 1. David Montgomery (Hon); 2. Craig Hamilton (Suz); 3. Cliff Coates (CCM); 4. Terry Huffer (Yam); 5. Kevin Green (Yam).

50 (4-6): 1. Michael Krunic (Yam); 2. Preston Mull (Yam).

50 (7-9): 1. Cotton Walker (KTM); 2. Greg Fouts (KTM).

60 (0-8): 1. Drew Towner (Kaw)

60 (9-11): 1. Robert Bingham (Kaw); 2. Jake Blackwood (Hon).

80 BEG: 1. Sharkman Stone (Yam); 2. Bobby Morello (Yam).

80 NOV (7-11): 1. Tyler Kalisian (Yam).

80 NOV (12-13): 1. Ironman Figueroa (Kaw).

80 S/MINI: 1. Chadd Chudomelva (Hon).

125 BEG: 1. Adam Huffer (Suz); 2. John Wilder (Yam); 3. Tyler Kalisian (Yam); 4. Carlos Olleruidet (Hon); 5. Spencer Bowns (Hon).

125 JR: 1. Phil Segundo (Hon).

250 BEG: 1. Ryan Wans (Kaw); 2. Gregory Crison (Yam); 3. Bill Hunt (Hon); 4. Jason Cameron (Yam); 5. Christen Cowan (Hon).

250 JR: 1. Jim Copeland (Hon); 2. Mike Segundo (Hon); 3. Dean Davis (Suz); 4. Emoe Howell (Yam).

250 INT: 1. Danny Barber (Hon); 2. Davey Duarte (Hon); 3. Levi Germas (Hon); 4. Mark Vanderwalls (Hon).

25+ JR: 1. Danny Barber (Hon); 2. Jim Copeland (Hon); 3. Greg Lepesh (Kaw); 4. Dean Davis (Yam); 5. Bill Hunt (Hon).

30+ BEG: 1. Tom Murphy (Yam); 2. Jesse Navarro (Yam); Tim Serrano (Hon); 4. Kindal Justis (Yam); 5. Darryl Chudomelva (Hon).

30+ JR: 1. Greg Lepesh (Kaw); 2. Alan Brunk (Hon); 3. Henry Kalisian (Yam); 4. Matt Longo (KTM); 5. Perrie Arnold (Hon).

30+ INT: 1. Pete Gondry (Hon).

30+ PRO: 1. Terry Bostard (Yam); 2. Dave Montgomery (Hon); 3. Craig Hamilton (Suz); 4. Don Mendenhall (Yam); 5. Paul Armada (Hon).

40+ JR: 1. Tom Venuti (Hon); 2. Jerry Castillo (Hon); 3. John Traverso (Yam); 4. Rick Doughly (Yam); 5. Randy Batsell (Hus).

40+ MSTR: 1. Cliff Coates (CCM); 2. Terry Huffer (Yam); 3. Alan McGehee (Hon); Bill McClinton (ATK).

McClelland, Guinn and Larkin win at Tuscon Flat Track

By Pat Larkin

TUSCON, AZ, MAR. 7-9

John McClelland, Mike Guinn and Shaun Larkin split up the wins during three days of Open Pro Flat Track racing hosted by USA Motorsports. A near-capacity crowd each day witnessed some great racing as riders from four different states bumped, slid, banged and fought their way through the races.

When the green flag dropped for day one's main event, Casper, Wyoming's, McClelland, Colorado's Guinn and brothers Kelly and Shaun Larkin from Scottsdale, Arizona, immediately engaged in a battle for the lead. The battle continued for several laps until Kelly Larkin's motor let go, spilling oil on the Coke syrup-base cement track.

On the last lap, Shaun Larkin, hit the oil and went down while passing for the lead, dashing his chances for a win. McClelland held on for the win, with Guinn in second and Kelly Larkin hanging on for third.

Day two's main event was a continued battle from day one and saw Guinn shoot to an early lead and hang on for the win. McClelland finished second, followed by Shaun Larkin in third.

Day three's main event was again a dogfight between Shaun Larkin, Kelly Larkin (riding Mike Guinn's Faherty Racing back-up bike) and McClelland. Eager to get into the lead, several of the riders jumped the start, and flagman Pat Faherty sent both Larkins, Guinn and McClelland to the penalty line.

The flag dropped again and Shaun Larkin secured the lead, leaving Kelly Larkin, McClelland and Guinn to fight for second through fourth. Kelly Larkin closed on brother Shaun a couple of times but could not find a way around during the 15-lap main event.

The top four bikes lapped the field twice making for some exciting racing on the tight groove, but Shaun Larkin had to settle for second behind Kelly Larkin. McClelland closed out the top three for the day. CN

Results

Friday

OPEN PRO: 1. John McClelland (H-D); 2. Mike Guinn (W-R). 3. Kelly Larkin (H-D); 4. Ken Schlosser (Hon); 5. Rubin Malahuarnero (Yam).

Saturday

OPEN PRO: 1. Mike Guinn (W-R); 2. John McClelland (H-D); 3. Shaun Larkin (H-D); 4. Ken Schlosser (Hon); 5. Ruben Malahuarnero (Yam).

Sunday

OPEN PRO: 1. Shaun Larkin (H-D); 2. Kelly Larkin, (Hon); 3. John McClelland (H-D); 4. Mike Guinn (W-R); 5. Ken Schlosser (Hon).

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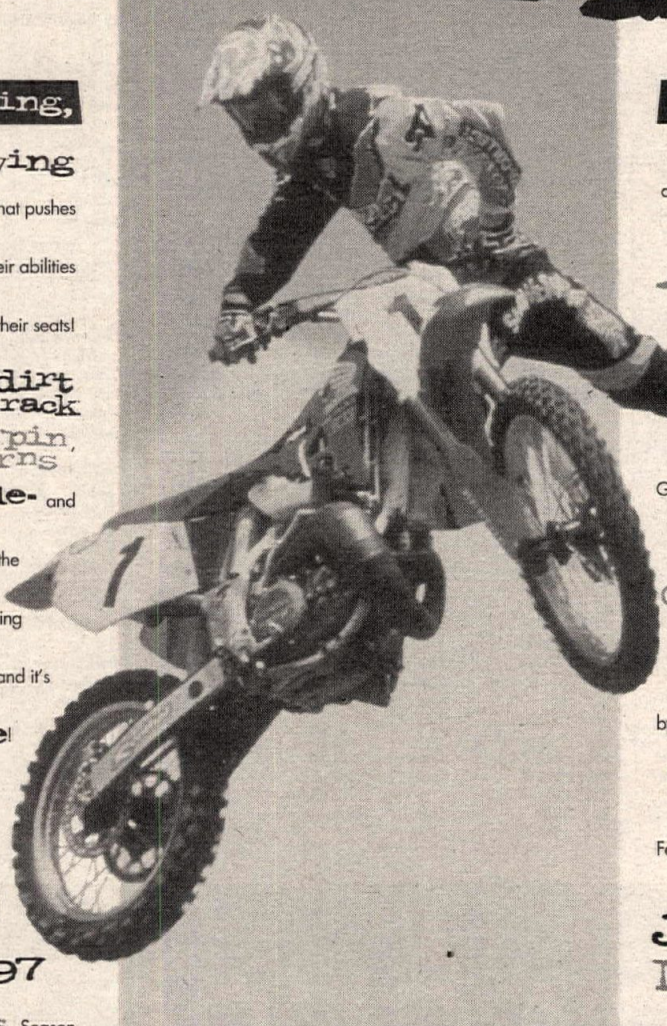

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RESULTS

Motocross
T-N-T Racetrack
Milan, TN
Mar. 16
By Bonnie Burkeen

50
Branden Miller LEM
Kyle Reynolds KTM
Kenny Gipson LEM
Elliott Barber LEM
Justin Carver Yam
60
Kenny Orr Kaw
Justin Strayhorn Kaw
Branden Miller Kaw
Ben Crittendon Kaw
Steve Kissiar Kaw
80 JR
Kenny Orr Suz
Damon Prince Suz
Casey Johnson Hon
Blair Miller Suz
Charles Brooks Jr. Hon
80 SR
Jamaal Bonds Hon
Clint Burkeen Suz
Jeff Burkett Kaw
Chris Brill Yam
William Devault Suz
SCHBY
D. Blankenship Hon
Chad Killen Hon
Chris Brill Yam
Kyle Dangler Hon
Montrail Brooks Hon
16-24
Brent Brush Yam
Chris Burkeen Suz
Jamie Stavely Yam
Stevens Stout Kaw
Marty Erwin Hon
BEG
Will Smallwood Yam
Bobby Ross Hon
Jason Tomlinson Kaw
Joeseph Stout Yam
James England Suz
125 A
Andy Howell Suz
Brad Erwin Hon
Jason Perry Hon
Eddie Proffitt Kaw
125 B
Mary Stinnett Yam
Chad Killan Hon
D. Blankenship Hon
Neal Raiford Suz
Chris Burkeen Suz
125 C
Brent Brush Yam
Kyle Dangler Hon
Jeff Burkett Kaw
Jamie Stavely Yam
Shane Green Hon
250 A
Andy Howell Hon
Eddie Proffitt Kaw
Steve Ezell Yam
250 B
Mary Stinnett Yam
Michael Riffle Hon
Rick Tyler Kaw
Jim Gooch Yam
Darrell Bigham Kaw
250 C
John Barkey Hon
Mike Shelton Yam
A.J. de Alminana Hon
Eddie Denfip KTM
Glenn Welch Yam
25+
Ronnie Ray Suz
Jim Gooch Yam
Steve Ezell Yam
B. Langhans Hon
30+
Ronnie Ray Suz
Mike Taylor Kaw
Steve Ezell Yam
Darrell Bigham Kaw
Danny Seaton Hon
40+
Ronnie Ray Suz
Mike Shelton Yam
Rex Tyler Kaw
50+
Buddy Akers Suz
Gary Hendrix Yam
200 4-STRK
Adam Volner Hon
Michael Hopper Hon
Justin Fielder Hon
Dan Owens Hon
Trevor Haywood Hon

Motocross
Galion Sunset Ramblers
Galion, OH
Mar. 9
By Goggles Pisanno III

60
Ben Kendal Kaw
Luke Shepherd Suz
MINI JR
Tim Hollenbeck Kaw
Jeremy Morris Kaw
Kyle Knox Hon
Andy Kandel Kaw
MINI SR
Justin Chance Suz
Brent Richardson Kaw
Zach Campbell Yam
125
Rich Jubak Hon
Jason Crundelton Kaw
200
Rick Burgeon Kaw
Jared Young Yam
250
Kevin Price Hon
Greg Barenthin Yam
Bob Connock Hon
John Stump Hon
Brian Crist Hon
250 2-STRK B
Todd Sheaffer Suz
Kyle Spitler Hon
Bart Anatra Jr. Hon
Lyle Spitler Hon
Josh Gates Hon
250 4-STRK B
Jon Teller Hon
Ryan Arnbuster Kaw
Dan Hopkins Hon
250 OPEN B
Brian Kraimer Yam
Shane Polachek Hon
John Hedrich Yam
Joe Castro Yam
Mike Procker Hon
250
Chris Karl Hon
Rockey Riley Hon
BOMBER
Jon Westfall Hon
Chuck Cotterill Hus
David Gilkerson Hon
SR
Chris Perkins Hon
Jack Withen Yam
O/A
Larry Bellman
O/A B
Jeff Houser Hon

Hare Scrambles
Eagle Creek M/C Park
Mar. 16
By Jim Darlington

200 B
Kris Aldridge Kaw
Mike Alig Kaw
250 A
David McWilliams Hon
Chris Burke Yam
James Gay Suz
250 B
David Lacey ATK
Robert Bulack KTM
OPEN A
Doug Bulack KTM
Jeff Bulack KTM
OPEN B
Dennis Pauly
Christopher Wills Hon
VET
Wayne Eby Kaw
Steve Black Kaw
Mike Tipton Suz
Kirk Sparrow Hon
OPEN SR
Bruce Gill Hon
Stuart Ferguson Kaw
4-STRK
Mike Kirby Hon
Mike Monnig Hon
John Lang Hon
Darren Tuggle KTM
Danny Vance Hon
LT TRAIL
Scot Gill Hon
Shelby Gill Hon
Ian Gumm Kaw
Julie Prather Hon
HVY TRAIL
Henderson Jude Yam
David Wilson Suz
Joey Fryman Hon
Jim Wallace KTM
Lee Brown Kaw

Motocross
T.K. Raceway
Benton, KY
Mar. 15
By Bonnie Burkeen

50
Hugh Falwell Cob
Joe Lazzafetto Cob
Aaron Rose KTM
60
Steve Kissiar Kaw
Joe Lazzafetto Kaw
80 JR
Brad Weiss Suz
Damon Prince Suz
Steve Kissiar Kaw
80 SR
Clint Burkeen Suz
Chris Brill Yam
Shane Kissiar Suz
Eric Klinkhammer Suz
Daniel Ball Yam
SCHBY
Darrell Blankenship Hon
Clint Burkeen Suz
Chris Brill Yam
16-24
Chris Burkeen Suz
BEG
Will Smallwood Yam
Mike Garrison Kaw
Chad Davis Kaw
Tony Travis Suz
Ryan Coles Suz
125 A
Eddie Proffitt Kaw
125 B
Darrell Blankenship Hon
Chris Burkeen Suz
Justin Brown Yam
Shane Fitzhugh Suz
125 C
Brent Bush Yam
Chris Fristoe Suz
Marty Sisk Suz
Curtis Phelps Suz
Jamie Stavely Yam
250 A
Bobby Wilson Hon
Eddie Proffitt Kaw
250 B
Marty Stinnett Yam
Jeff Coles Yam
Wayne Elkins Hon
250 C
Eddie Denfip Suz
Chris Long Hon
Troy Lynn Kaw
Lee Boone Hon
Alan Boone Hon
30+
Bobby Wilson Hon
Jeff Coles Suz
Barry Nevitt Kaw
200 4-STRK
Blake Kendall Hon
Greg Hammond Hon
Jerry Matheny Yam
Jake Thweatt Hon
Nicky Toon Hon

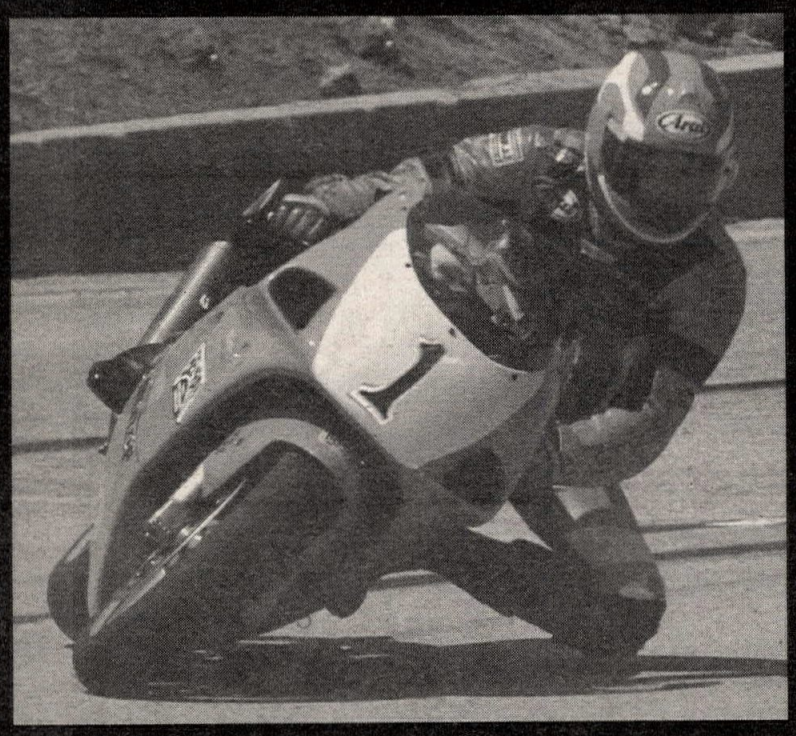
Arenacross
CRA Winter Series
Akron, OH
Feb. 14
By Jeff Goodwin

125 A
Tommy Collier Suz
Karl Scott Kaw
Gaylon Dixon Yam
Vince Karnow Kaw
Bryan Bellinger Yam
250 A
David Hand Hon
Tommy Collier Suz
Vince Karnow Kaw
Gaylon Dixon Yam
Karl Scott Kaw
JR P/W
Derek Krownapple LEM
Ray Fletterick KTM
Johnathan Sue KTM
Joey Dubowsky Yam
Vincent Olenick Yam
SR P/W
Kenny Henry Cob
T.J. Auten Cob
John Szymanski Cob
Kevin Mull Cob
Scott Dye Cob
60
David Maxwell Kaw
Zack Ames Kaw
A.J. Hattery Kaw
Ronald Kendall Kaw
T.J. Auten Kaw
JR MINI
David Maxwell Suz
Andy O'Donnell Suz
Matt Tollivar Suz
Adam Jones Hon
Cristen Grookham Hon
SR MINI
Joey Sly Hon
Ryan Holliday Suz
Steve Patino Hon
Chad Brackett Hon
Derek Collins Kaw
S/MINI
Joey Sly Hon
Micky Marshall Suz
Andy O'Donnell Suz
Chris O'Donnell Hon
Chad Brackett Hon
SCHBY
Bo Bowman Suz
Brian Gerth Suz
Billy Dittman Kaw
Joe Shane Kaw
Chris O'Donnell Suz
125 C GROUP I
Billy Dittman Kaw
Matt Bores Kaw
Bill Schneider Hon
Kevin Karavesic Suz
Brian O'Donnell Suz
125 C GROUP II
B.B. Stevens Hon
Chuck Gehle Suz
Kevin Reigh Hon
Danny Little Suz
Jimmy Todd Yam
125 B
Tim Stroyne Hon
Bo Bowman Suz
Damein Heater Suz
Jay Hershey Suz
Brian Crist Hon
250 C
Jason McHugh Kaw
Chris Spencer Suz
Matt Schneider Hon
Joe Dubowsky Hon
Steve Sheroke Yam
250 B
Time Stroyne Hon
Billy Walker Suz
Eddie Karban Hon
Jason Stewart Suz
OPEN
Dave Deitz Hon
Eric Nellis KTM
BOMBER
Jeff Bryant Kaw
VINT
Daryl Wagner Mon
WMN
Cristen Crookham Hon
Sherly Blair Hon
Kayla Alexander Suz
25+
Sandy Parisi Suz
Eddie Karban Hon
John Uplinger Kaw
Troy Parmetier Yam
SR I
Mike Gillispie Yam
Milford Artman Kaw
Ray Collier Kaw
Johnny Hill Suz
Joey Jacobs Hon
SR II
Wayne Bays KTM
EXTRA
Brian Crist Hon
Mike Dauch Hon
Matt Schneider Hon
Bill Schneider Hon
Joe Dubowsky Hon

Arenacross
CRA Winter Series
Akron, OH
Feb. 15
By Jeff Goodwin

125 A
Gaylon Dixon Yam
Vince Karnow Kaw
Tommy Collier Suz
Karl Scott Kaw
Mike Blair Suz

DO RACERS PRAY TO WIN?



(HEY, THEY'RE OFTEN ON THEIR KNEES.)

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250 A
Tommy Collier Suz
Dave Hand Hon
Karl Scott Kaw
Gaylon Dixon Yam
Vince Karnow Kaw
JR P/W
Derek Krownapple LEM
Dustin Rhodes Act
Matt Scott KTM
Blaine Gould Yam
Dustin Droscha KTM
SR P/W
T.J. Auten Cob
Kenny Henry Cob
John Szmanski Cob
Kevin Mull Cob
Andy Bloom KTM
60
David Maxwell Kaw
Zach Ames Kaw
A.J. Hattery Kaw
T.J. Auten Kaw
Nickolas Prendes Kaw
JR MINI
David Maxwell Suz
Micky Marshall Suz
Troy Gould Suz
Adam Jones Hon
Ryan Coleman Suz
SR MINI
Ryan Holliday Suz
Joey Sly Hon
Michael Cambell Yam
Paul Kissig Suz
Matt Simms Hon
S/MINI
Troy Gould Suz
Joey Sly Hon
Adam Jones Hon
Andy O'Donnell Suz
Michael Cambell Yam
SCHBY
Bo Bowman Suz
Joe Shane Kaw
Brian Gerth Suz
Billy Dittman Kaw
Matt Macan Suz
125 C
Billy Dittman Kaw
B.B. Stevens Hon
Jeff Ricker Hon
Matt Macan Suz
Bill Scheider Hon
125 B
Bo Bowman Suz
Tim Stroyne Hon
Jay Hershey Suz
Brian Gerth Suz
Brian Crist Hon
250 C
Jason McHugh Kaw
Matt Schneider Hon
Phil Kaminski Kaw
Chris Spencer Suz
Ernie Calderone Hon
250 B
Billy Walkes Suz
Tim Stroyne Hon
Bill Patterson Hon
Chris Bodo Hon
Ryan Weaver Suz
OPEN
Neal Davis Hon
Tom Whiteley Hon
Andy Sczypta Hon
BOMBER
Jeff Bryant Kaw
VINT
Daryl Wagner Mon
WMN
Cristen Crookham Hon
Angela Moore Suz
Kayla Alexander Suz
Tammy Paluscsak Kaw
25+
Sandy Parisi Suz
Chris Bodo Hon
Mike Damrataski Hon
Freddy Basher Yam
John Uplinger Kaw
SR I
Johnny Hill Suz
Neal Davis Hon
Rob Collins Hon
Jack L. Clark Suz
Freddy Basher Yam
SR II
Wayne Bays KTM
Ron Tomallo Yam
S/SR
Bob Gates Suz
EXTRA
Jay Hershey Suz
Damien Heater Hon
Phil Kaminski Kaw
Mike Dauch Hon
Chris Spencer Suz

Arenacross
CRA Winter Series
Akron, OH
Feb. 16
By Jeff Goodwin

125 A
Brock Sellards Kaw
Mike Katin Yam
Karl Scott Kaw
Vince Karnow Kaw
Gaylon Dixon Yam
250 A
Brock Sellards Kaw
Vince Karnow Kaw
Tommy Collier Suz
Gaylon Dixon Yam
Karl Scott Kaw
JR P/W
Derek Krownapple LEM
Joey Dubowsky Yam
Douglas Rees LEM
Vincent Olenick Yam
Ronnie Hunt Hon
SR P/W
T.J. Auten Cob
John Szmanski Cob
Kenny Henry Cob
Kevin Mull Cob
Ricky Beemar Hon
60
David Maxwell Kaw
George Baker Kaw
A.J. Hattery Kaw
Ronald Kendall II Kaw
T.J. Auten Kaw
JR MINI
Micky Marshall Suz
David Maxwell Suz
Matt Barnes Suz
Ryan Coleman Suz
Andy O'Donnell Suz
SR MINI
Ryan Holliday Suz
Paul Kissig Suz
Joey Sly Hon
Chris Talbot Suz
Chad Brackett Hon
S/MINI
Micky Marshall Suz
Matt Barnes Suz
Joey Sly Hon
Chris O'Donnell Hon
Andy O'Donnell Suz
SCHBY
Bo Bowman Suz
Billy Dittman Kaw
Matt Macan Suz
Ryan Nezbeth Kaw
Chris O'Donnell Suz
125 C
Billy Dittman Kaw
B.B. Stevens Hon
Matt DelPropost Hon
Matt Bores Kaw
Adam Miller Kaw
125 B
Tim Stroyne Hon
Damien Heater Hon
Bo Bowman Suz
Justin Stewart Hon
Matt Macan Suz
250 C
Jason McHugh Kaw
Ernie Calderone Hon
Matt Schneider Hon
Phil Kaminski Kaw
Shaun Sheffer Suz
250 B
Tim Stroyne Hon
Billy Walkes Suz
Ryan Weaver Suz
Bill Patterson Hon
Jason Ingram Kaw
OPEN
Johnny Young KTM
Lonnie Wells KTM
BOMBER
Jerry Twining Kaw
Brian Seli Suz
Bruce Kaschner Yam
Jeff Bryant Kaw
VINT
Daryl Wagner Mon
WMN
Cristen Crookham Hon
Sheryl Blair Hon
Kayla Alexander Suz
25+
Sandi Parisi Suz
Brian Shuman Hon
John Uplinger Kaw
Troy Parmetier Yam
Chris Gates
SR I
Johnny Hill Suz
Mike Gillispie Yam
Johnny Young KTM
Ray Collier Kaw
Jeff Goodwin Suz
SR II
Tom Fiensky Yam
Lonnie Wells KTM
Ed Marsh KTM
Brian O'Donnell Sr. Suz
Wayne Bays KTM
S/SR
Bob Gates Suz
EXTRA
Justin Stewart Hon
Phil Kaminski Kaw
Brian Crist Hon
Matt Schneider Hon
Bill Schneider Hon

Motocross
Budd's Creek, MD
Feb. 23
By Gregory Gage

125 A
Tom Welch Suz
Michael McDonald Suz
Eric Soucy Hon
125 B
Eric Davis Hon
Zarhary Trunzo Kaw
Brendan Odonoghue Hon
125 C
Mike Daugherty Hon

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GLEN HELEN RACEWAY PARK

AMA 1997 California State MX Championship Qualifiers

CENTRAL QUALIFIER	NORTHERN QUALIFIER	SOUTHERN QUALIFIER	LAST CHANCE QUALIFIER
APRIL 19 & 20, 1997	MAY 3, 1997	MAY 9 & 10, 1997	SEPTEMBER 21, 1997
LAGUNA SECA RACEWAY	HANGTOWN RACEWAY	GLEN HELEN RACEWAY	GLEN HELEN RACEWAY
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AMA Membership Required

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA

Qualifier to race the 2nd Annual California State Championship October 18th & 19th 1997

All Classes!
500cc, 250cc, 125cc, 80cc, 60cc, Vets, Seniors, Women, Evolution, Vintage, PeeWee

Skill level: Pro Class 250/125 classes only. Exp., Int., Novice, and Beg. in all classes except Vintage and Evolution which will go by bike size.

SAN BERNARDINO COUNTY Regional Parks

Gate Fees
$10 per person per day
children 12 & under free
Racers Entry Fees
Post Entry Only
$30 per class
PeeWees $15

AMA Membership required. All riders must race a qualifier to be eligible to race the AMA California State Championship, October 18 & 19, 1997, at Glen Helen Raceway. Riders must race in their correct ability level. All riders under the age of 18 years must have a parent or guardian sign their release at registration the day of the event.

Awards
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20% Trophies
PeeWee
100% Trophies

Everyone who races the qualifiers will be eligible for the 1997 AMA State Championship, which includes Championship Jackets, Trophies and Prizes over $10,000!!!!

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RESULTS

Wayne Frie	Yam
Chris Perozzi	Yam
125 D	
Wayne Ransom	Hon
Ryan Coombs	Suz
Kevin Beach	Hon
250 A	
Tom Welch	Suz
Michael McDonald	Suz
Jeff Weikle	Hon
250 B	
Craig Maurer	Kaw
Rick Marabem	
Jess Vanneter	Yam
250 C	
Leon Yates	Hon
Richard Feidt Jr.	Kaw
Sherman Graves	Hon
250 D	
Wayne Kelly	Hon
C. Daniel Stowers	Hon
Jeffery McClure	Kaw
OPEN B	
Michael Marley	Hon
Sideen DeHoner	Hon
VET A	
Micheal Cracker	Hon
Carl Lewis	Hon
Bruce Zimmerman	Hon
VET B	
Richard Clamance	Yam
James Norris	Yam
Alan Jessat	Hon
VET C	
Wayne Kelly	Hon
Paul Shomaker	Suz
Jeff Pulliam	Yam
25+ A	
Michael Crocker	Hon
Chris Lykens	
William Jory	Yam
25+ B	
Bryan Muscavitch	Kaw
Jess Vanneter	Yam
Glenn Mayor	Kaw
SR	
Kevin Kellough	Hon
Mark Drachelbis	Kaw
Doug Mills	Suz
U/L A	
Jeff Weikle	Hon
Eric Soucy	Hon
Scott Gibson	Hon
U/L B	
Craig Maurer	Kaw
John Risconsin	Suz
James Morgan	Yam
U/L C	
Michael Miletta	Yam
Douglas Eaton	Yam
Richard Feidt	Kaw
80 (7-11)	
Bob Kiniry	Kaw
Mitch Dougherty	Hon
Chad Dowling	Suz
80 (12-13)	
Nick Sessa	Kaw
Lee Woodward	Yam
Corey Hormes	Hon
80 (14-15)	
Rodney Horrocks	Yam
Daniel Luck	Suz
80 D	
Ben Foley	Kaw
Sean Reed	Hon
Zachary Eastman	Kaw
50 (4-6)	
Gary Radford	
Brian Foster	KTM
Michael Barnes	Cob
50 (7-8)	
Stephan Mace	Cob
Cory Rose	KTM
Austin McGuin	LEM
60 (7-9)	
Mitchell Dougherty	Kaw
Ricky Cornety	Kaw
Dan Kiniry	Kaw
60 (10-11)	
Robert Kiniry	Kaw
Adam Closkey	Kaw
Christopher Thompson	Kaw
S/MINI	
Corey Hornes	Hon
Kenneth Runs	Hon
Ryan Tuerk	Suz

Motocross
Lone Star Series
Round 1
Greenville MX Park
Greenville, TX
Mar. 9
By Roy Raines

50 (4-6)	
Joseph Marburger	Act
Terry Haynes	Act
Austin Rogers	KTM
Shawn Carson	KTM
Michael Nunler	
50 (7-8)	
Logan Melton	LEM
Dalton Campbell	Act
Bryan Burnett	KTM
Jared Butler	LEM
50 OPEN (4-8)	
Joseph Marburger	Act
Dalton Campbell	Act
Logan Melton	LEM
Terry Haynes	Act
Austin Rogers	KTM
60 (7-9)	
Ryan Hartley	Kaw
Scotty Wennerstrom	Kaw
Kerry Kerns	Kaw
Chase Barrett	Kaw
Bryan Burnett	Kaw
60 (10-11)	
Johnathon Kerr	Kaw
Brad Wolfe	Kaw
Matt Moseley	Kaw
Brandon Thompson	Kaw
Chris Rensink	Kaw
60 OPEN (7-11)	
Johnathon Kerr	Kaw
Jesse Moore	Kaw
Brandon Thompson	Kaw
Matt Moseley	Kaw
Scotty Wennerstrom	Kaw
80 BEG (7-16)	
Eric Burnett	Kaw
Kevin Griffith	Hon
Justin Greshan	Suz
Drew Roberts	Kaw
Rusty Huddle	Yam
80 (7-11)	
Brad Wolfe	Kaw
Johnathon Kerr	Hon
Brandon Fulton	Kaw
Cody Turner	Kaw
Quinn Harris	Yam
80 (12-13)	
Chase Reed	Kaw
Nathan Broughten	Hon
McFly Schell	Suz
Jacob Scholar	Hon
Macee Thompson	Hon
80 (14-16)	
Geoffrey Mayfield	Yam
Ty Conner	Kaw
Scott Hickey	Kaw
Daniel Jones	Kaw
Blanke Thompson	Kaw
80 OPEN (7-16)	
Chase Reed	Kaw
Ty Conner	Kaw
Geoffrey Mayfield	Yam
Nathan Broughton	Hon
Scott Hickey	Kaw
125 BEG	
Jesse Hyatt	Kaw
Chad Smith	Suz
Dustin Wynn	Hon
Eric Smith	Kaw
Daniel Culpepper	Yam
125 NOV	
Dustin Cantrell	Kaw
B. Jay Barnhart	Yam
Philip Chandler	Kaw
Keith Robertson	Suz
Joe Bailey	Kaw
125 INT	
Ryan Wallace	Kaw
Mark Thompson	Hon
Joshua Woods	Kaw
Bryan Piccirelli	Hon
Nathan Hale	Kaw
125 OPEN AM	
Joshua Woods	Kaw
Bryan Piccirelli	Hon
Mark Thompson	Hon
Dustin Cantrell	Kaw
Scotty Trimble	Yam
125 PRO	
Nick Wy	Kaw
Ross Dhayer	Suz
Chad Plumblee	Suz
Chris Torrance	Kaw
Michael Keating	Suz
250-500 BEG	
Brian Hiltz	Yam
Michael Adcock	Hon
Charlie Shaw	Kaw
Andy Echols	Kaw
Jordan Bates	Suz
250 NOV	
Eddie Craft	Yam
Jay Cox	Kaw
Bryan Gates	Hon
Todd Crouch	Kaw
Randy Malone	Hon
250 INT	
J.J. Slagle	Yam
Dwain Carter	Hon
Todd Kyser	Kaw
Cody Sander	Suz
Stephen Jones	Kaw
250 OPEN AM	
Cody Sanders	Suz
Todd Kyser	Kaw
Boy Boy Scheel	Suz
Che Rotramble	Kaw
Scott Hershman	Yam
250-500 PRO	
Grayson Goodman	Yam
Nick Wy	Kaw
Ross Dhayer	Suz
Chris Torrance	Kaw
Michael Keating	Suz
301-500 OPEN AM	
Brad Smith	Hon
Kyle Anderson	Hon
Keith Melton	Hon
Douglas Hall	Yam
Tom Bailey	Hon
25+ NOV	
Eddie Craft	Yam
Steve Hill	Hon
Cord Lee	Yam
Todd Crouch	Kaw
Dwayne Rowan	Kaw
25+ INT	
Stephen Jones	Kaw
David McLean	Hon
Dirk Williams	Hon
David Chandler	Kaw
Billy Morrison	Kaw
25+ EX	
Grayson Goodman	Yam

Michael Keating Suz
Sprint Haynes Yam
Chad Plamblee Suz
30+ NOV
Glen Hibbard KTM
Gary Mann Hon
Warren Adams Kaw
Bobby Meche Hon
Darril Robinson Yam
30+ INT
Todd Romsey Yam
Brad Smith Hon
David Chandler Kaw
Bo Stegal Kaw
Lester Knight Hon
30+ EX
Michael Keating Suz
Douglas Hall Yam
40+
Mike Haynes Suz
Steve McCombs Yam
Lester Knight Hon
Tom Conner Kaw
Peyton Treadwell Hon

Road Race WERA Sportsman Sprint Series Roebling Road Raceway Mar. 16

S/BK D EX
Bradley Duncan Yam
Frank Stroman Kaw
Ken Jarmusch Yam
Craig Gagner Kaw
Gary Medlin Hon
S/BK D NOV
Jason Clay Yam
Bill Campbell Hon
Charles Norris Jr. Hon
Robert Craig Hon
Craig Sickler Yam
CLBMN EX
Frank Stroman Kaw
Kenneth Cheek Kaw
Craig Sagmer Kaw
Mark Morrow Yam
Brian Surtees Yam
CLBMN NOV
Ryan Banks Duc
John Stauber Kaw
Richard Lee Kaw
Joanne Sawyer Kaw
William Smith Kaw
125 GP
Chuck DiGregorio Hon
Robert Bartlett Hon
S/STK C EX
Mark Reed Kaw
Mike Reed Kaw
Patrick Ludwig Yam
Billy Eisenacher Yam
Keith Wilson Kaw
S/STK A
Scott Carpenter Yam
Ray Hickman Suz
Wade Buffington Suz
Luke Yarbrough Hon
David Babb Suz
S/STK B EX
Mike Reed Kaw
Billy Eisenacher Suz
Ray Hickman Suz
Luke Yarbrough Hon
David Babb Suz
F-2 EX
Bradley Duncan Yam
Ken Jarkisch Yam
Allen Burnhas Yam
Paul Van Valen Yam
Gary Medlin Hon
F-2 NOV
Robert Craig Hon
Ryan Banks Duc
Keating Shelley Yam
Charles Norris, Jr. Hon
Earl Brown Yam
L/W TW EX
Frank Stroman Kaw
Gary Medlin Hon
Kenneth Cheek Kaw
Brian Surtees Yam
Avery Clark Kaw
L/W TW NOV
Charles Norris, Jr. Hon
Matt Blashfield Hon
Robert Craig Hon
Chuck Gault Hon
Ryan Banks Duc
H/W TW NOV
Charles Norris, Jr. Hon
Matt Blashfield Hon
Bill Campbell Hon
Chuck Gault Hon
Michael Parr Hon
PROD C NOV
Brian Stokes Hon
Mitch Truett Hon
Brian Taylor Hon
Jason Morse Suz
Derrick Cantrell Suz
PROD B NOV
Brian Stokes Hon
Christian Hendley Suz
Derrick Cantrell Suz
David Moser Suz
Frederick Farzanegan Hon
S/BK C EX
Mike Reed Kaw
Mark Reed Kaw
Bud Lawter Suz
Patrick Ludwig Yam
Luke Yarbrough Hon
S/BK C NOV
Keith Hoogstad Hon
William League Hon
Brad Dalke Hon
Tony Dunhan Hon
Michael Trautner Hon
F-1 EX
Scott Carpenter Yam
Bud Lawter Suz
Keith Wilson Kaw
Willie Lincoln IV Hon
Ray Hickman Suz
F-1 NOV
Keith Hoogstad Hon
David Brown Hon
Tony Sawyer Kaw
William League Hon
Tony Dunhan Hon
S/BK B EX
Bud Lawter Hon
Joey Gilleland Kaw
Luke Yarbrough Hon
David Babb Suz
Clint Barnett Suz
S/BK B NOV
William League Hon
Keith Hoogstad Hon
David Brown Hon
Chris Rivers Kaw
Rich Conicelli Hon

Ice Race AMA District 14 Final Mar. 21

50 AUTO STK
C. Sumbra
A. Moreland
T. Thierbach
B. Wilson
D. Lyons
65
L. Meyers
G. Moreland
C. Meyers
C. Slavik
D. Theirbach
86-200
L. Wiseman
J. South
B. Laursen
A. Weiseman
M. Robinshaw
50 JR
T. Meyers
D. Aulseybrook
A. Collier
50 SR
Z. Bamburg
85 B 7-11
G. Moreland
C. McDermitt
L. Meyers
R. Wheeler
J. Onstead
86-125 SCHBY
T. Laudernslager
B. Laursen
J. South
B. Wallace
85 A
T. Coscarelli
K. Turner
B. Schuiteman
T. Laudenslager
J. Rogers
251-400 A+B
E. Short
J. Schneider
R. Schonschack
J. South
R. Stoffer
201-250 STD
B. Brown
D. Ingle
S. Kurchak
C. Causineau
M. Olmstead
401-500 A STD
L. Lipka
M. Cheza
D. Bigelow
D. Stanick
A. Komball
SR A
D. Crawford
L. Lipka
W. Allen
K. O'Boyle
J. Zwerican
201-250 A STD
C. Short
M. Wenzlick
K. Brown
H. Wiles
S. Kurchak
501 OPEN SNGL A+B
C. Pickett
G. LaVasseur
D. Crawford
R. Thierbach
S. Parker
SR B
D. Page
J. Skolas
K. Wilken
B. Bauer
G. Lee
401-500 STD
L. Wiseman
E. Short
M. Beckwith
J. Skolas
R. Branda

AMA Loretta Lynn's
AMATEUR, YOUTH, SENIOR & WOMEN
NATIONAL MOTOCROSS CHAMPIONSHIPS

HONDA Kawasaki DUNLOP KLOTZ SUZUKI YAMAHA SCOTT STRATEGIC GEAR FMF ACERBIS FOX RACER X

You may enter a total of 4 classes at the Area and Regional levels, but must choose only 2 classes to ride at the National level.

AMA SANCTIONED

Class numbers 1 - 17 must attend the AMATEUR Regional
Class numbers 18 - 30 must attend the YOUTH Regional

For 2-Day Area Qualifiers: **Saturday Classes (Other classes run on Sun.)

AMATEUR A,B & C/+25/VET/SR/MR
** 1. 125 A Stock
2. 125 A Modified
** 3. 125 B Stock
4. 125 B Modified
** 5. 250/Open A Stock
6. 250/Open A Modified
** 7. 250 B Stock
8. 250 B Modified
9. Open B/C
10. Plus 25 yrs
11. Vet A Plus 30 yrs
12. Vet B Plus 30 yrs
13. Senior Plus 40 yrs
14. Master Plus 50 yrs (20 riders)
** 15. 125 C Stock
16. 125 C Modified
17. 250 C

YOUTH/WOMEN
** 18. 51 AMA Stock (4-6 yrs)
** 19. 51 AMA Stock (7-8 yrs)
** 20. 65 Stock (7-9 yrs)
** 21. 65 Stock (10-11 yrs)
** 22. 85 Stock (7-11 yrs)
** 23. 85 Stock (12-13 yrs)
24. 85 Modified (9-13 yrs)
** 25. 85 Stock (14-15 yrs)
26. 85 Modified (14-15 yrs)
27. SuperMini 80-100 (12-15 yrs)
** 28. 125 Stock (12-15 yrs)
29. 125 Modified (12-15yrs)*
** 30. Women 12 yrs+ 80-125*

*Incl. SuperMini & 100cc motorcycles

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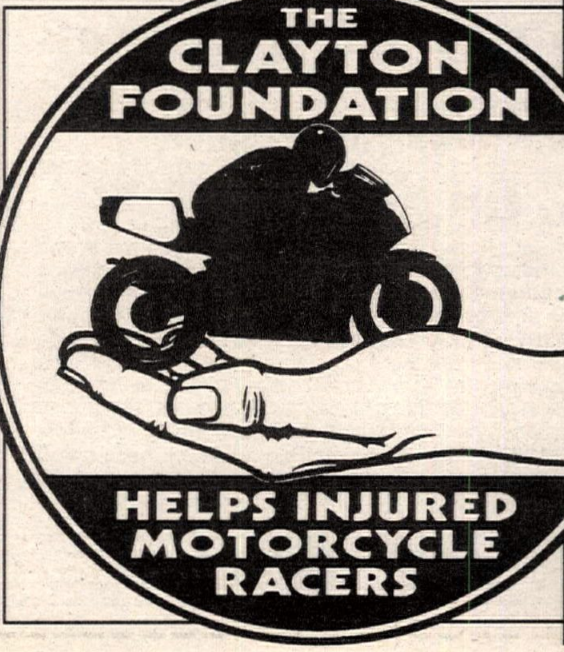
No pre-entry required at Area Qualifiers
INFORMATION (419) 478-5386 / (304) 284-0084
1997 NATIONAL CHAMPIONSHIP TRACKS

NORTHEAST AREA QUALIFIERS		
3/15+16/97	The Challenger, Indiana, PA	(412) 726-5494
3/15+16/97	Action Town, Dillwyn, VA	(804) 724-4392
3/22+23/97	Budds Creek, BuddsCrk, MD	(301) 475-2000
4/5+6/97	Daublin Gap, Shippensburg, PA	(717) 249-6036
4/12+13/97	Steel City, Delmont, PA	(304) 284-0084
4/19/97	Waldon Playboys, Wallkill, NY	(914) 256-0636
5/3+4/97	Frozen Ocean MX, Auburn, NY	(315) 784-5466
5/17/97	MX 338, Southwick, MA	(413) 786-3221
NORTHEAST AMATEUR REGIONAL		
6/14+15/97	Birch Creek, Danville, VA	(804) 724-4392
NORTHEAST YOUTH REGIONAL		
6/28+29/97	Pleasure Valley, Armaugh, PA	(814) 539-1845
SOUTHEAST AREA QUALIFIERS		
3/16/97	Mx of Marion Cty, Reddick, FL	(352) 591-2050
3/15+16/97	Camp Coker, Society Hill, SC	(423) 323-5497
3/22+23/97	Muddy Creek, Bloutville, TN	(423) 323-5497
3/22/97	Pepsi/Air Dania MX, Dania, FL	(954) 321-9422
4/5+6/97	Echeconne MX, Macon, GA	(912) 788-8227
4/12+13/97	Cathie's Crk, Forest City, NC	(423) 323-5497
5/3+4/97	Christiana Rcwy, Christiana, TN	(615) 896-3245
5/24+25/97	Lazy River, Chatsworth, GA	(800) 661-4812
SOUTHEAST AMATEUR REGIONAL		
6/28+29/97	Devils Ridge, Sanford, NC	(919) 776-1767
SOUTHEAST YOUTH REGIONAL		
6/21+22/97	Florida Motorsports, Ocala, FL	(352) 591-3265
MIDEAST AREA QUALIFIERS		
4/12+13/97	Midway MX, Mitchell, IN	(812) 849-2402
4/19+20/97	American Mtrspts, MacArther, OH	(614) 596-2057
4/26+27/97	Sunday Creek, Millfield, OH	(614) 797-2413
5/3+4/97	Dutch Sport Pk, Bloomingdale, MI	(616) 695-6405
5/3+4/97	COCR, Sugar Groove, OH	(614) 746-8875
5/10+11/97	Trojan Track, N.Webster, IN	(219) 594-2649
5/17+18/97	Bluegrass MX Pk, Clay City KY	(606) 744-5916
5/31+6/1/97	Red Bud, Buchanan, MI	(616) 695-6405
MIDEAST AMATEUR REGIONAL		
6/21+22/97	Baja Acres, Millington, MI	(517) 871-3356
MIDEAST YOUTH REGIONAL		
6/14+15/97	Daniel Boone MX, London, KY	(606) 877-1364
NORTH CENTRAL AREA QUALIFIERS		
3/22+23/97	South Central MX, Salem, IL	(618) 548-5259
4/5+6/97	Cooper Land MX, Stillwater, OK	(405) 743-1515
4/13/97	Heartland Motospts, Douglas, NE	(402) 465-4384
4/19+20/97	Baileys Motosports, Hoopeston, IL	(217) 283-6370
5/3+4/97	Lake Geneva Rcwy, Lk. Geneva, WI	(815) 728-0823
5/3+4/97	Apex Valley Rcwy, White Plains, KY	(502) 886-8564
5/10+11/97	Lincoln Trail, Casey, IL	(217) 932-2041
5/25+26/97	Moto City Rcwy, Browerville, MN	(218) 894-1487
NORTH CENTRAL AMATEUR REGIONAL		
6/28-29/97	Aztalan Cycle Club, Lk Mills, WI	(414) 542-7572
NORTH CENTRAL YOUTH REGIONAL		
6/21-22/97	W KY Motocross, Lowes, KY	(502) 642-2345
SOUTH CENTRAL AREA QUALIFIERS		
4/5-6/97	Cooper Land MX, Stillwater, OK	(405) 743-1515
4/13/97	Heartland Motospts, Douglas, NE	(402) 465-4384
4/19/97	Wild Creek MX, Covington, TX	(817) 854-2043
5/11/97	Highlands MX Pk, Highland, TX	(713) 843-6686
5/18/97	NMCC, Moriarty, NM	(505) 884-9033
5/24+25/97	Watkins Raceway, Denver, CO	(719) 473-6723
SOUTH CENTRAL AMATEUR/YOUTH REGIONALS		
6/14+15/97	SWAN MX, Tyler, TX	(903) 882-7791
NORTHWEST AREA QUALIFIERS		
4/20/97	Clarksbranch, Roseburg, OR	(541) 673-1671
5/10/97	Washougal, Washougal, WA	(541) 673-1671
NORTHWEST AMATEUR/YOUTH REGONALS		
5/25/97	Washougal, Washougal, WA	(541) 673-1671
SOUTHWEST AREA QUALIFIERS		
3/23/97	Glen Helen, San Bernadino, CA	(909) 880-3090
5/18/97	NMCC, Moriarty, NM	(505) 884-9033
SOUTHWEST AMATEUR/YOUTH REGIONALS		
6/29/97	Glen Helen, San Bernadino, CA	(909) 880-3090
AMA AMATEUR/YOUTH MOTOCROSS FINAL		
AUG.3-9	Loretta Lynn's, Hurricane Mills, TN	(419) 478-5386



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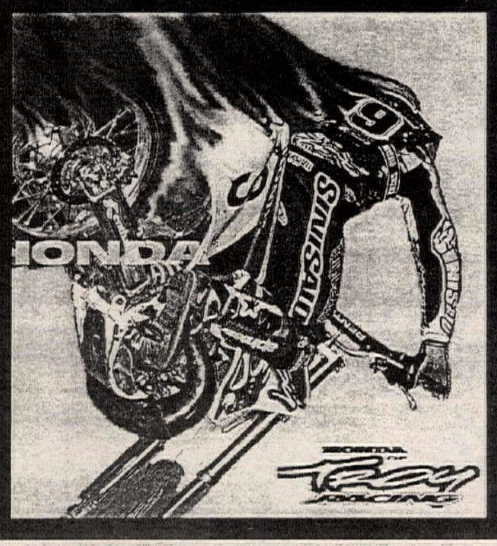

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"1996 500cc GP Review"

(#78H) From Malaysia in March to Eastern Creek in October, the 1996 FIM 500cc World Motorcycle GP Championship was a season to remember, with riders from every continent showing their mettle on the world's most challenging racetracks. From the outset of this blue ribbon championship, Australia's mighty Michael Doohan had his third consecutive World Championship title in his sights - and the bit firmly between his teeth. By midway through the season the single-minded Honda rider had notched up more wins than any other rider and from there on in there was little doubt who would take the '96 title. However the pressure was never far from his back wheel.... Spanish Honda team mate Alex Criville proved to be Mr. Consistent with top three places in most races, while fiery Italian Luca Cadalora kicked off the season with an opening round victory and gave the table leaders a run for their money with ultra-close competitive racing. Then there was Barros, Abe, Checa and a host of other hard-chargers whose spectacular, high speed dices gave the crowds plenty to shout about. 180 minutes by Duke, from White Star Video.

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RESULTS

501 OPEN TW STD
D. Tyo
M. Cheza
T. Stoney
B. Short
W. Shupe
RBR SOLO 251 OPEN
L. Anthony
D. Dodd
J. Buckley
R. Dodd
S. Attard
250 RBR SOLO
S. Attard
R. Forstner
D. Dodd
J. Buckley
R. Dodd
360 L/W STD SDCR DRV
S. Wilson
S. Kurchak
M. Fryer
R. Whitte Jr
R. Anderson
360 L/W STD SDCR PSGR
S. Kocher
S. Kurchak Jr
P. Routhier
B. Whitte
C. Walcheck
361-500 M/W STD SDCR DRV
J. Schneider
J. Sams
B. Vanottern
D. Grinshaw
H. Wilson
361-500 M/W STD SDCR PSGR
G. Sasse
A. Lazarowicz
T. Coles
M. Shrilla
D. Bissonette
501+ HW STD SDCR DRV
M. Fryer
K. Lyons
P. Routhier
R. Bock
D. Sams
501+ H/W STD SDCR PSGR
J. Allen
D. Grimshaw
T. Coles
G. Sasse
C. Stemper
360 RBR SDCR DRV
M. Forro
J. Kocher
R. Betzold
D. Tice
D. Lupo
360 RBR SDCR PSGR
J. Stover
S. Wilson
R. Charbonneau
M. Frantz
R. Wolner
361-500 RBR SDCR DRV
R. Scott
T. Hammer
T. Mclean
D. Tice
B. Betzold
361-500 RBR SDCR PSGR
E. Hubbard
D. McLean
C. Liesen
M. Frantz
R. Betzold
501+ RBR SDCR DRV
L. Anthony
T. Hammer
R. Forstner
J. Stover
B. Short
501+ RBR SDCR PSGR
J. Gonzales
E. Hubbard
K. Moses
M. Forro
C. Short

Motocross
AMA District 14
Stanton, MI
Mar. 9
By Terry Watts

125 A
Brad Kress — Suz
125 B
Randy Valade — Kaw
Kenneth Garcia — Hon
Justin Brusseau
Mike Ely — Suz
Brain Curtis — Suz
125 C
John Woods
Gary Doorlag Jr. — Yam
Josh Medley — Yam
D. J. Greening — Hon
Frank Jungnitsch — Yam
125 JR
Brain Curtis — Suz
16-24
Todd Raska — Yam
Mick Laughlin — Yam
Justin Brusseau — Yam
250 OPEN A
Brad Kress — Suz
Michael Hansma — Hon
Rick Emerson — Hon
250 OPEN B
Kenneth Garcia — Hon
Eric Lankton — Hon
Todd Raska — Yam
Wes Scott — Hon
Joe Yock — Kaw
250 OPEN C
Troy Streeter — Hon
William Deal — Suz
Keith Tonnerly
Joel Mitchell
Pablo Alvarado — Hon
30+
Victor Edgar — Suz
Rick Emerson — Hon
Michael Carriere — Yam
4-8 SGL
Michael Chapman — Yam
40+
Denny Ferguson — Yam
Douglas Ryder — Hon
50+
Robert Chapman — Hon
60
Grant Moreland — Kaw
Eric Miller — Kaw
William Hicks — Kaw
Jerry Lorenz — Kaw
Joel Jager — Kaw
80 (12-15)
Thomas Osmialowski — Kaw
Nicholas Vaughn — Kaw
80 (7-11)
Grant Moreland — Suz
Sean Spranger — Kaw
William Hicks — Kaw
80 C
Frank Jungnitsch — Kaw
James Taylor — Yam
Justin Sessink — Hon
Lucas Mohre — Kaw
Brandon Mushinski — Hon
NON-CUR
Joel Mitchell
Curtis Mcconnell — Kaw
P/W JR
Jeff Gokee — Act
P/W SR
Anthony Jennings — Cob

Motocross
Hillbilly Raceway
Hatfield, KY
Mar. 23
By Dee Dee Williamson

50
Chris Duncan — KTM
60
Adam Francis — Kaw
Jordan Oxley — Kaw
Chad Steele — Kaw
80 (7-12)
Adam Francis — Kaw
Mike Steele — Hon
Jordan Oxley — Yam
80 (13-15)
Jonathan Stevens — Yam
D.J. Flynn — Kaw
Steve Ritchie — Kaw
SCHLBY
David Thacker — Hon
Robby Lovelace — Hon
125 B
Brandon Cline — Suz
Mike Patrick — Suz
125 C
David Thacker — Hon
Brian Cook — Hon
Mike Prater — Hon
250 B
Butch Leedy — Hon
Greg Williamson — Hon
Mark Young — Hon
250 C
Chris Compton — Yam
Brad Birchfield — Kaw
Brian Norman — Hon
OPEN
Paul Lowe — Kaw
Keith Fields — Hon
Timmy Beckett — Hon
30+
Greg Williamson — Hon
Doug Mohr — Kaw
Sam Casebolt — Yam
40+
Rick Oxley — Hon
Dan Auton — Yam
Marty Thacker — Hon
U/L
Scott Varney — Suz
Rick Oxley — Hon
Mark Young — Hon

Motocross
St. Judes Benefit
T-N-T Race Track
Milan, TN
Mar. 23

50
Nathan Young — LEM
Jake Mabry — KTM
Elliott Barber — LEM
65
Blair Miller — Kaw
Matt Kuykendall — Kaw
Brandon Miller — Kaw
Brandon Rust — Kaw
Leanne Mabry — Kaw
85 JR
Damon Prince — Suz
Brad Weiss — Suz
Blair Miller — Suz

Charles Brooks Hon
85 SR
Jamaal Bond Hon
Chris Brill Yam
William Devault Suz
Josh Burress Hon
Michael Lawrence Suz
SCHLBY
Kyle Dangler Hon
Chris Brill Yam
Montrell Brooks Hon
Tony Schaefer Hon
16-24
Brent Brush Yam
Jamie Stavely Yam
Will Smallwood Yam
BEG
Charles Mege Hon
James Swain Kaw
Josh Cox
Matt Tipton Suz
Chris Harris Hon
125 A
Jason Perry Yam
Shenan Clark Kaw
Andy Howell Suz
125 B
Justin Brown Yam
125 C
Jamie Stavely Yam
Tim Sheffield Hon
Kyle Dangler Hon
Brent Brush Yam
250 A
Jason Perry Yam
Andy Howell Suz
250 B
Michael Riffle Hon
Darrell Bigham Kaw
Wayne Elkins Kaw
Kevin Clark Kaw
Danny Seaton Hon
250 C
A.J. DeAlminana Hon
Chris Barton Yam
Chris Sweat Suz
Brad Tucker Suz
Cary McGee Hon
25+
Ronnie Ray Suz
Jim Gooch Yam
Frank Griffin Kaw
2-STRK/4-STRK
James McLain Hon
Adam Volner Hon
Michael Rhodes Hon
Randy Toombs
Jason Parker Hon
30+
Ronnie Ray Suz
Darrell Bigham Kaw
Mark Rast Yam
David Reasons Hon
Doug White
40+
Ronnie Ray Suz
Rex Tyler Kaw

Motocross California Racing Club Red Cross Charity Series Final Standings By Greg Robertson

P/W (4-6)
Shawn Rhinehart Yam
P/W (7-9)
Ken Slater Yam
S/STK (4-6)
Dustin Petty LEM
S/STK (7-9)
Billy Ballestero KTM
60 BEG
Tye Hames Kaw
Randal Hall Kaw
80 BEG
Troy Tittlemier Hon
80 (7-11)
Anthony Barbacovi Yam
80 (12-13)
Scott Howe Yam
Gerard Patin Jr. Yam
80 (14-16)
Levi Reid Yam
125 BEG
Brent Gilliam Suz
Donnie Durrer Suz
Gerard Patin Jr. Yam
125 NOV
Jeff Eide Hon
Tyson Tittlemier Hon
David Johnson Suz
125 INT
Dustin Evans Suz
Nick Mairose Hon
250 BEG
Michael Hull Suz
250 INT
Ronnie Densford Yam
Tod Sciacqua Suz
JR VET BEG
Paul Morgan Yam
JR VET NOV
Tim Konkol Yam
Pasha Afshar Yam
Gabi Abayou Hon
VET BEG
Paul Morgan Yam
Kory Russell Suz
Mark Hesse Hon
VET NOV
Vince Baioni Hon
Mike DeStefano Kaw
Steve Wilbanks Suz
VET INT
Randy Tittlemier Hon
Tony Bienert KTM
Edwardo Trippo Hon
VET PRO
Tim Telford Hon
SR AM
Jack Gill Hon
Andy Gill Yam
SR EX
Bob Dunham Yam

Motocross Challenger Raceway Clarksburg, PA Mar. 16

85 STK 12-13
Micky Marshall Suz
Lee Woodward Yam
Adam Jones Hon
Chris Wright Suz
Adam Musgrove Kaw
85 STK 7-11
Broc Hepler Suz
Jimmy Chappell Suz
Kyle Preston Hon
David Maxwell III Suz
Ryan Coleman Suz
125 C MOD
Brad Stevens Suz
Justin Sabo Kaw
Mark Maxwell Suz
John Duzicky Suz
Matt Ward Suz
OPEN B/C
Shannon Rhoades Hon
Johnny Young KTM
Neal Davis Hon
Timothy Freidhoff Hon
David Norris Kaw
S/MINI
Adam Musgrove Kaw
Thomas Kelley Hon
Christopher O'Donnell Hon
Craig Tichansky Suz
Matthew Russell Kaw
WMN
Andrea Ippolito Suz
Kristen Crookham Hon
125 B STK
Justin Paris Suz
J.C. Cravens Yam
Timothy Stroy Hon
Cory Campbell Kaw
Branden Jesseman Suz
65 STK (7-9)
D.C. Clark Kaw
Timothy Hollenbeck Hon
Ronald Kendall II Kaw
Mark Mills Kaw
Dustin Charcalla Kaw
85 MOD (9-13)
Micky Marshall Suz
Adam Musgrove Kaw
Lee Woodward Yam
Christopher Wright Suz
Matthew Russell Kaw
125 STK (12-15)
Jeremy Brown Kaw
Tejae Kelley Hon
Brian Gerth Suz
Christopher O'Donnell Suz
Casey Emshoff Suz
40+
Jack Mills Suz
Lonnie Wells KTM
Edward Marsh KTM
Brian O'Donnell Hon
25+
David Ellison Suz
Tim Coombs Suz
David Bittner Suz
VET B
Joseph Javersack Hon
Robert Hafer Suz
Ranky Hale Kaw
John Wolfe Hon
Louis Kerr Kaw
85 STK 12-13
Micky Marshall Suz
Lee Woodward Yam
Adam Jones Hon
Chris Wright Suz
Adam Musgrove Kaw
85 MOD 14-15
David Hill Kaw
Michael Campbell Suz
Thomas Kelley Hon
Erik Hanlin Suz
Jason Berger Suz
85 STK 14-15
David Hill Kaw
Thomas Kelley Hon
Jason Berger Suz
Sean Lucas Suz
Robert Shuckhart Hon
250 B MOD
Mitch Ward Suz
J.C. Cravens Yam
Shannon Rhoades Yam
Billy Walker Suz
Scott Sokol Suz
250 B STK
Shannon Rhoades Hon
Gary Fridley Suz
Timothy Stroy Hon
John Wolfe Hon
Justin Paris Suz
250 C
Daniel Kish Suz
Brad Stevens Suz
Justin Sabo Kaw
Jason McHugh Kaw
Ralph Rauso Yam
125 B MOD
Branden Jesseman Suz
Mitch Ward Suz
David Ellison Suz
William Ursic III Suz
Bobby Musgrove Kaw
125 A MOD
Johnny Onisko Kaw
125 MOD 12-15
Branden Jesseman Suz
Jeremy Brown Kaw
Michael Campbell Yam
Brian Girth Suz
Tejae Kelley Hon
VET A
Tim Coombs Suz
Jeff Ellenberger Suz
David Bittner Suz
Joseph Oldham Hon
Jeffrey Bellner Yam
51 STK 7-9
Dustin Charcalla Kaw
Brandon Meier Cob
Kenny Henry Cob
Robert Garthe Cob
Sean Hackley Cob
125 C STK
Justin Sabo Kaw
Christopher Carnahan Kaw
Jay Echstenkamper Suz
Gregory Richardson Suz
Brian Penrose Suz
65 STK 10-11
Broc Hepler Suz
David Maxwell III Kaw
Kyle Preston Hon
Scott Garnek Kaw
Neil Thompson Kaw

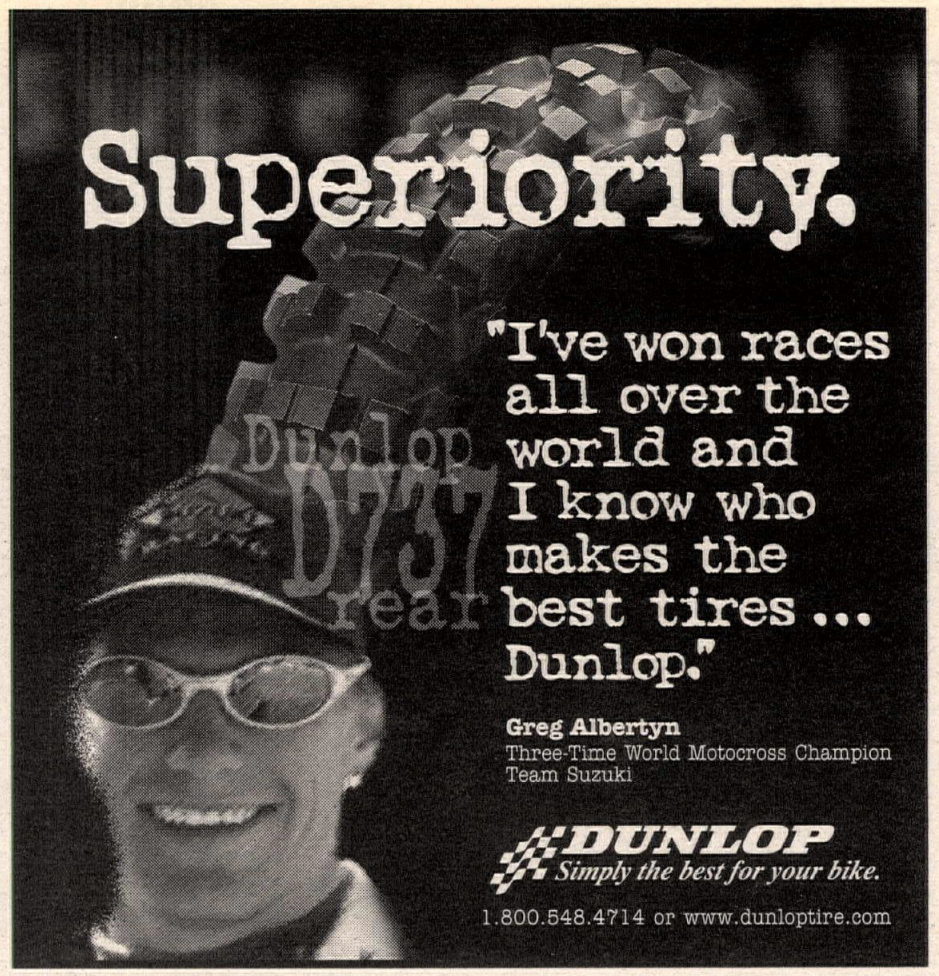
Motocross Lee County Agri-Center Tupelo, MS Mar. 14

P/W
Branden Miller LEM
D.K. Holbrook LEM
Casey Vinterella LEM
Jake Mabry KTM
Justin Carver LEM
60
Blair Miller Kaw
Alex Raynor Yam
Carl Vinterella Kaw
Jake Mabry KTM
Leanne Mabry Kaw
80 JR
Blair Miller Suz
Casey Harber Hon
Alex Raynor Yam
Jacob Kitchens Suz
Matt Eller Yam
80 SR
Jeff Burkett Kaw
Drew Kitchens Hon
125 D
Michael Smith Kaw
Albert Brown Hon
Curt Frensley Hon
Jason Tomlinson Kaw
Brad Ingle Hon
125 C
Eric Gillen Kaw
Gary Sudduth Yam
Chad Grubbs Hon
Jeff Burkett Kaw
Tim Sheffield Hon
125 B
Shenan Clark Kaw
Jason Wright Suz
125 A
Mike Jones Kaw
Clifford Adoptante Suz
Beau Seiffert Suz
Brook Fluker Hon
Mark Cyre Hon
250 D
Albert Brown Hon
250 C
Eric Gillen Kaw
Keith Davis Hon
Jeff Lowery Suz
250 B
Keith Higginbotham Yam
Russ Holland Suz
250 A
Mike Jones Kaw
Cliff Adoptante Suz
Brook Fluker Hon
Mark Cyre Hon
B.J. Hall Hon
30+
Mike Griffith Hon
Eddie Gentry Suz
Steve Speights Yam
125 OPEN
Mike Jones Kaw
Cliff Adoptante Suz
Beau Seifert Suz
Ricky Palmer Hon
Eric Gillen Kaw
250 OPEN
Mike Jones Kaw
Brook Fluker Hon
Beau Seifert Suz
Ricky Palmer Hon
Cliff Adoptante Suz

Motocross Lee County Agri-Center Tupelo, MS Mar. 15

P/W
Casey Vinterella LEM
Jake Mabry KTM
David McCandless Yam
Jarrett Sudduth LEM
Spencer Cook KTM
60
Alex Rayner Kaw
Trent Bedwell Kaw
Jake Mabry KTM
Carl Vinterella Kaw
Devin McCandless Kaw
80 JR
Alex Rayner Yam
Casey Harber Hon
Jacob Kitchens Suz
Chris Cooper Hon
Cody Atkins Yam
80 SR
Dallas Williams Kaw
Jeff Burkett Kaw
Drew Kitchens Hon
125 D
Cory Holloway Hon
Rhettford Puckett Hon
Tracy Atkinson Hon
Curt Frensley Hon
Chad Hindman Hon
125 C
Eric Gillen Kaw
Gary Sudduth Yam
Patrick Bedgood Hon
Jeff Burkett Kaw
Michael Smith Kaw
125 B
Shenan Clark Kaw
Jason Wright Suz
125 A
Cliff Adoptante Suz
Mike Jones Kaw
Beau Seifert Suz
Mark Cyre Hon
250 D
Bill Somerville Suz
Brent Koble KTM
250 C
Eric Gillen Kaw
Keith Davis Hon
Chris Barton Yam
Jeff Lowery Suz
250 B
Keith Higginbotham Yam
250 A
Mike Jones Kaw
Cliff Adoptante Suz
Ricky Palmer Hon
Brook Fluker Hon
Mark Cyre Hon
30+
Jim George Kaw
Gary Beucker Hon
Steve Speights Yam
Eddie Gentry Yam
125 OPEN
Mike Jones Kaw
Cliff Adoptante Suz
Beau Seifert Suz
Brook Fluker Hon
Ricky Palmer Hon
250 OPEN
Mike Jones Kaw
Cliff Adoptante Suz
Brook Fluker Hon
Beau Seifert Suz
Ricky Palmer Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



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Gates Open 6:30 a.m.
SUN. MAY 11th
GLEN HELEN RACEWAY PARK
SAN BERNARDINO

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
http://www.ccweb.com/glenhelen
CHECK DATES AND TIMES FOR APRIL MX PRACTICE
CALL 24 HOURS FOR RACE & PRACTICE INFO: (909) 880-3090
Thurs., April 10 — MX Practice 8:00am till Dusk
Sat., April 12 — MX Practice 8:00am till 1:00pm
Sun., April 13 — Off Road Car, Truck & Quad Race
Thurs., April 17 — MX Practice 8:00am till Dusk
WHITE BROTHERS 4-STROKE NATIONAL APRIL 27th
AMA AMATEUR DAYS MAY 9th & 10th

TULARE CYCLE PARK
Tulare, CA Event Calendar
Sat., April 12 — Open MX & Dirt Track Practice 10:00am-3:00pm Motorcycle & Quads - Class C Traction
Sat., April 26 — Open MX & Dirt Track Practice 10:00am-3:00pm Motorcycle & Quads - Class C Traction
Sat., May 17 — A.H.R.M.A. Regional Dirt Track Series
Sun., May 18 — A.H.R.M.A. National Dirt Track Series
All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(310) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

Bluegrass Motocross Park
Clay City, Kentucky
97 THOROBRED SERIES

MARCH 1 (0) Practice day at BGMX
MARCH 2 (1) Valvoline/Kawasaki Kickoff Race
MARCH 23 (2) Johnny Bad Ass/Boyesen Twin Air Race Day
APRIL 13 (3) Ale 8 One Spring Championship
APRIL 25 & 26 Gary Bailey MX School
APRIL 27 (4) Bell's Suzuki Challange Race
MAY 4 (5) TranSPORT Yamaha Classic
MAY 17 (6) L.L. Area Qualifier Stock Classes Moto Sport/KTM
MAY 18 (7) L.L. Area Qualifier Modified Classes Parts Unlimited
MAY 25 (8) AT Daniel Boone Motocross London, Ky.
JUNE 1 (9) Bluegrass Cycle Corral/Spectro Oil
JULY 20 (10) Bieffe/Noleen Racing Day
AUG. 10 (11) Pro Action/ CEET/ Gear Race Day
SEPT. 7 (12) Penske/Scott USA Race Day
SEPT. 28 (13) FMF Kentucky Regional
OCT. 12 (14) HONDA Fall Championship
NOV. 2 (15) Acerbis/PBI Sprockets

++++ PLUS ++++
6 HARE SCRAMBLES
10 ARENACROSS FAIR SERIES RACES

RACE DAY SCHEDULE
Gates Open 7:00 am
Registration 7-9 am
Practice 9:00 am
Riders Meeting 10:45 am
Racing 11:00 am
We Start on Time...Don't be Late!!
Bluegrass Sports (606) 744-5916

Tell them you saw it Cycle News

CMA (209) 673-8080
GFI Racing North
GFI Spring Trophy Series (Night Races)
Sat., April 12 — Round #2 Little Okie, Madera, CA
Sat., April 19 — Round #3 Little Okie, Madera, CA
Sat., April 26 — Round #4 Little Okie, Madera, CA

PRE-SEASON SALE

$495.00*

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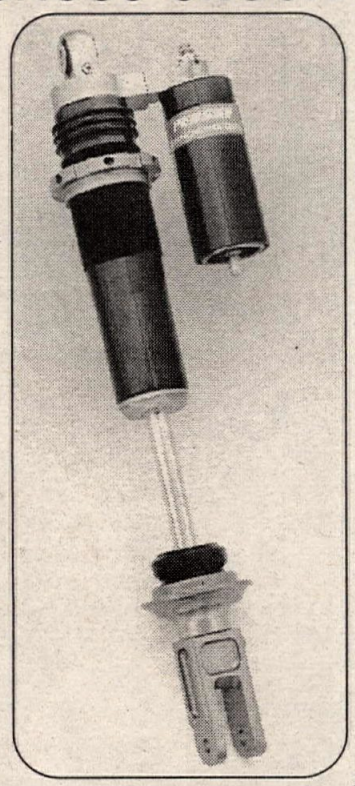

- Race Proven
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Shocks Available For The Following Models:

Honda CR	125-250cc	'93 - '96
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Suzuki RM	125-250cc	'93 - '97
Yamaha YZ	125-250cc	'93 - '95

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CRC

Sunday, APRIL 20, 1997

DON'T MISS IT!

Perris Raceway • Perris, California

Membership Not Required

8:00 AM	Parade Lap
8:15 AM	125,250,500 Nov/Int/Pro
9:15 AM	All 80cc
10:15 AM	Oldtimers Club
11:15 AM	All 60cc
12:00 Noon	Parade Lap
12:15 PM	CRC Vets (+30)
	Sr. (+40)
1:15 PM	125,250,500 Beg
2:15 PM	Jr. Vets (+25)
	Vin. (bikes '75 or older)
	Hey-Day (bikes up to '81)
3:15 PM	Team Race

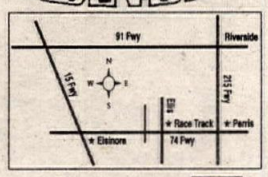
Pee Wee's will run 2 Motos on a separate track

Practice 9:00 AM • 1st Race 10:00 AM
2nd Race 11:00 AM

EACH CLASS RACE
45 MINUTES
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS
DOUBLE POINTS

MAIL ENTRY	$25.00
Non-Member	$30.00*
POST ENTRY	$30.00
Non-Member	$35.00*

No post entry penalty for 2nd class entered
* Membership Not Required to Race - Points & Trophies Only to Members
1997 CRC Membership Available
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550



For info call (805) 272-8889

CRC

CRC D.G

John Burr Cycles

VINTAGE HEYDAY SPRING MX SERIES

Come see the Pro Legends Race with such riders as
Brain Myerscough, Scott Burnworth
Gary Denton, Dave Taylor, Rex Staten
and many others

Round #3 - Sunday, April 13
Round #4 - Sunday, April 27
(Final Round)

Gates Open 7 a.m.
Practice 8 a.m. • Race 8:45 a.m.
Come out and enjoy a rider friendly atmosphere without all the snivelers

100% Pro Payback
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(818) 855-0441 • (909) 590-0821

Classes Available:
- Vintage Nov, Int, Exp
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- (All size bikes) 1975 and older
- Bomber Nov. Int, Pro (125, 250-500) 1981 and older

25th Annual GNC Texas Motocross Series
April 20, 1997
Mosier Valley DFW
Dallas/Ft. Worth, TX
Call: 214-351-9900
GNC MOTOCROSS

MOTOWEST RACING ENT.
1997 Northern California MX Schedule

Saturday, April 12	Sat. Night MX Rnd. #3 - Club Moto
Sat./Sun. April 19 & 20	Laguna Seca AMA Race - Laguna Seca
Saturday, April 26	Open MX Practice (8am-2pm)
Sunday, April 27	CMC Spring Classic MX Series-Hollister Hills

Day Races - gates open at 6am / Night Races - gates open at 3 pm, practice at 5pm
For more info call (415) 587-8678

GFI RACING
(909) 653-4042
A Rider For the Riders

Sat., April 12	GFI Saturday Practice (8am - 1pm)	Perris
Sat., April 19	GFI Showdown Warm Up	Perris
Sun., April 20	CRC GP	Perris
Sat., April 26	Saturday Practice (8am - 1pm)	Perris
Sun., April 27	GFI Winter Series No.-So. Showdown	Perris

1997 A.M.P. MOTOCROSS EVENTS
1997 A.M.P. Yoko/Yamaha of Modesto Spring Series

Sat., April 12	Practice - Hollister Hills GP Track, CA
Sun., April 13	Race Round 3 - Hollister Hills GP Track, CA
Sat., April 19	Practice - Hollister Hills GP Track, CA
Sun., April 20	Race Round 4 - Hollister Hills GP Track, CA
Sun., April 27	Race Round 5 - Oatfield, Turlock, CA

Info: (209) 656-9682 (209) 642-4364

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
4/13 Shah Alam, Malaysia, Rnd 1
4/20 Suzuka, Japan, Rnd 2
5/4 Jerez de la Frontera, Spain, Rnd 3
5/18 Mugello, Italy, Rnd 4
6/1 Osterreichring, Austria, Rnd 5
6/8 Paul Ricard, France, Rnd 6
6/28 Assen, Holland, Rnd 7
7/6 Imola, Italy, Rnd 8
7/20 Nurburgring, Germany, Rnd 9
8/3 Rio de Janeiro, Brazil, Rnd 10
8/17 Donington Park, England, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

World Superbike Championship Series
4/20 Misano, Italy, Rnd 2
5/4 Donington Park, England, Rnd 3
6/8 Hockenheim, Germany, Rnd 4
6/22 Monza, Italy, Rnd 5
7/13 Laguna Seca, CA, Rnd 6
8/3 Brands Hatch, England, Rnd 7
8/17 Osterreichring, Austria, Rnd 8
8/31 Assen, Holland, Rnd 9
9/21 Albacete, Spain, Rnd 10
10/5 Sugo, Japan, Rnd 11
10/12 Sentul, Indonesia, Rnd 12

World Supersport Championship
4/20 Misano, Italy, Rnd 1
5/4 Donington, England, Rnd 2
6/8 Hockenheim, Germany, Rnd 3
7/22 Monza, Italy, Rnd 4
8/3 Brands Hatch, England, Rnd 5
8/17 Osterreichring, Austria, Rnd 6
8/31 Assen, Holland, Rnd 7
9/7 Oschersleben, Germany, Rnd 8
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

World Endurance Road Race Series
4/12-13 Le Mans, France, Rnd 1
7/12-13 Spa, Belgium, Rnd 2
7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

World Championship Trials Series
4/13 Luxembourg, Rnd 2
5/18 Belgium, Rnd 3
5/25 San Marino/Italy, Rnd 4
6/22 France, Rnd 5
6/29 Italy, Rnd 6
7/13 Andorra, Rnd 7
7/27 United States, Rnd 8
8/31 Czech Republic, Rnd 9
9/7 Germany, Rnd 10

Motocross des Nations
9/14 Nismes, Belgium

Trials des Nations
9/28 England

Enduro World Championship Series
4/12-13 Figueira da Foz, Portugal, Rnd 2
5/10-11 Semily, Czech Republic, Rnd 3
5/17-18 Puy-en-Velay, France, Rnd 4
6/7-8 Belo Horizonte, Brazil, Rnd 5
6/13-14 Belo Horizonte, Brazil, Rnd 6
7/19-20 Hassleholm, Sweden, Rnd 7
7/26-27 Riihimaki, Finland, Rnd 8

International Six-Day Enduro/ISDE
8/19-24 Brescia, Italy

World Championship 500cc Motocross Series
4/20 Sittendorf, Austria, Rnd 3
4/27 Payerne, Switzerland, Rnd 4
6/1 Jinin, Czech Republic, Rnd 5
6/8 Halle, Netherlands, Rnd 6
6/29 Udevalla, Sweden, Rnd 7
7/6 Farleigh C., England, Rnd 8
7/20 Laguepie, France, Rnd 9
8/3 Namur, Belgium, Rnd 10
8/10 Bockholtz, Luxembourg, Rnd 11
8/24 Holzgerlingen, Germany, Rnd 12

World Championship 250cc Motocross Series
4/13 Valkenswaard, Netherlands, Rnd 3
4/20 Cingoli, Italy, Rnd 4
5/4 Brou, France, Rnd 5
5/11 Loket, Czech Republic, Rnd 6
5/25 Foxhill, England, Rnd 7
6/8 Borgo Mag, Italy, Rnd 8
6/22 Kester, Belgium, Rnd 9
7/6 Belo Horizonte, Brazil, Rnd 10
7/13 Maracay, Venezuela, Rnd 11
8/3 Bandung, Indonesia, Rnd 12
8/17 Gdynia, Poland, Rnd 13
8/31 Roggenburg, Switzerland, Rnd 14
9/7 Gaildorf, Germany, Rnd 15

World Championship 125cc Motocross Series
4/13 Pernes, France, Rnd 2
4/20 Bellpuig, Spain, Rnd 3
5/4 Schwanenstadt, Austria, Rnd 4
5/11 Maggiora, Italy, Rnd 5
5/25 Foxhill, England, Rnd 6
6/1 Orehova Vas, Slovenia, Rnd 7
6/22 Gerstetten, Germany, Rnd 8
7/13 Vantaa, Finland, Rnd 9
8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroeteren, Belgium, Rnd 11
8/31 Lierop, Netherlands, Rnd 12

World Championship Speedway Qualifier Series
5/4 Ljubljana, Slovenia
5/4 Terenzano, Italy
5/4 Czestochowa, Poland
5/19 Abensberg, Germany
6/7 Hyvinkaa, Finland
6/8 Pocking, Germany
6/8 St. Johann, Austria
7/27 Lonigo, Italy
7/27 Vastevik, Sweden
10/5 Wiener-Neustade, Austria

World Championship Individual Speedway Grand Prix Series
5/17 Prague, Czech Republic, Rnd 1
6/14 Linkoping, Sweden, Rnd 2
7/5 Landshut, Germany, Rnd 3
8/9 Coventry, England, Rnd 4
8/30 Wroclaw, Poland, Rnd 5
9/20 Vojens, Denmark, Rnd 6

World Championship Team Speedway
6/21 Krsko, Slovenia
8/24 Debrecen, Hungary
9/14 Pila, Poland

AMA Superbike National Championship
4/18-20 Monterey, CA, Rnd 3
6/6-8 Elkhart Lake, WI, Rnd 4
6/13-15 Loudon, NH, Rnd 5
6/27-29 Brainerd, MN, Rnd 6
7/18-20 Lexington, OH, Rnd 7
8/15-17 Colorado Springs, CO, Rnd 8
8/29-31 Sonoma, CA, Rnd 9
10/3-5 Las Vegas, NV, Rnd 10

AMA Supercross Series
4/12 Pontiac, MI, Rnd 12
4/19 Charlotte, NC, Rnd 13
4/26 Dallas, TX, Rnd 14
5/17 Las Vegas, NV, Rnd 15

AMA National MX Series
5/4 Sacramento, CA, Rnd 2
5/11 San Bernardino, CA, Rnd 3
5/25 Mount Morris, PA, Rnd 4
6/15 Budds Creek, MD, Rnd 5
6/22 Southwick, MA, Rnd 6
7/6 Buchanan, MI, Rnd 7
7/20 New Berlin, NY, Rnd 8
7/27 Troy, OH, Rnd 9
8/3 Millville, MN, Rnd 10
8/17 Washougal, WA, Rnd 11
8/24 Binghamton, NY, Rnd 12
8/31 Delmont, PA, Rnd 13

AMA Grand National Championship Series
5/3 Mineral Wells, WV, Rnd 2
5/17 Harrington, DE, Rnd 3
5/25 Springfield, IL, Rnd 4
5/31 LaSalle, IL, Rnd 5
6/14 Terre Haute, IN, Rnd 6
6/21 Sedalia, MO, Rnd 7
6/28 Lima, OH, Rnd 8
7/5 Lake Odessa, MI, Rnd 9
7/13 DuQuoin, IL, Rnd 10
7/19 Oklahoma City, OK, Rnd 11
7/26 Rossburg, OH, Rnd 12
8/3 Peoria, IL, Rnd 13
8/6 Rapid City, SD, Rnd 14
8/9 East Moline, IL, Rnd 15
8/16 Indianapolis, IN, Rnd 16
8/23 Hagerstown, MD, Rnd 17
8/31 Springfield, IL, Rnd 18
9/7 Syracuse, NY, Rnd 19
9/13 Shakopee, MN, Rnd 20
9/20 TBA, Rnd 21
9/27 Sacramento, CA, Rnd 22
10/4 Las Vegas, NV, Rnd 23
10/12 Del Mar, CA, Rnd 24

AMA National Championship Enduro Series
4/20 Shelton, WA, Rnd 4
5/4 Wellston, OH, Rnd 5
6/29 Akeley, MN, Rnd 6
7/13 Drummond Island, MI, Rnd 7
7/20 Rand, CO, Rnd 8
10/26 Delaware City, DE, Rnd 9

AMA National Reliability Enduro Series
Eastern Region
5/17-18 New Waverly, TX, Rnd 2
5/24 McArthur, OH, Rnd 3
Western Region
4/26-27 Lakeport, CA, Rnd 1
5/31-6/1 Idaho City, ID, Rnd 2
6/7-8 Tillamook, OR, Rnd 3
6/21-22 Yamhill, OR, Final

AMA National Championship Hare & Hound Series
4/12 Jericho, UT, Rnd 3
9/21 Yerington, NV, Rnd 4
10/12 Oreanna, ID, Rnd 5
10/26 Lucerne Valley, CA, Rnd 6
11/1 Wells, NV, Rnd 7
Info 614/891-2425

AMA/District 10 Hare Scrambles Series
4/27 Owenton, KY
8/3 Owenton, KY
9/14 Bedford, KY
10/19 Madisonville, KY
Info 606/472-3442 or 502/821-7421

AMA Missouri Hare Scrambles Championship
4/20 Cole Camp, MO
4/27 Alton, MO
5/25 Canton, MO
6/8 Collins, MO
6/22 Steeleville, MO
6/29 Park Hills, MO
7/13 Tebbetts, MO
7/27 Kahoka, MO
8/3 Lebanon, MO
8/17 Knob Noster, MO
9/7 Smithville, MO
9/14 Festus, MO
10/5 Park Hills, MO
Info 417/537-8406

AMA National Championship Hare Scrambles Series
4/13 Good Springs, PA, Rnd 4
7/27 Kahoka, MO, Rnd 5
9/7 Millfield, OH, Rnd 6
9/28 Henryetta, OK, Rnd 7
10/12 Lynnville, IN, Rnd 8

AMA Grand National Cross Country Series
4/20 Clarksburg, WV, Rnd 5
5/11 Brownsville, PA, Rnd 6
6/1 Boyers, PA, Rnd 7
6/15 Elizabeth, WV, Rnd 8
9/7 Millfield, OH, Rnd 9
9/21 Mount Morris, PA, Rnd 10
10/5 Crawfordsville, IN, Rnd 11
10/19 Lisbon, OH, Rnd 12
10/26 Alton, VA, Rnd 13
Info 304/284-0084

AMA/Maxima Western National Four-Stroke MX Series
4/13 Phoenix, AZ
4/27 San Bernardino, CA
5/4 Sacramento, CA
5/11 San Bernardino, CA
6/1 Albany, OR
7/6 Grand Junction, CO
7/20 Boise, ID
8/17 Washougal, WA
* Denotes those races run in conjunction with 125 & 250cc AMA Nationals
Info 916/365-1979 or 503/654-6340

Evolution of Motocross Series
Western Region
5/3 Sacramento, CA
5/10 San Bernardino, CA
5/31 Albany, OR
7/5 Grand Junction, CO
7/20 Boise, ID
8/16 Washougal, WA
Eastern Region
TBA Muddy Creek, TN
6/7 Delmont, PA
7/5 Binghamton, NY
8/31 Raceway Park, NJ
9/27 Hurricane Hills, PA
10/19 Red Bud, MI
Info 209/252-9053

AMA National Championship Hillclimb Series
5/18 Middlebury, IN, Rnd 1
6/1 Jefferson, PA, Rnd 2
6/8 Steel City, PA, Rnd 3
6/15 Avoca, NY, Rnd 4
7/20 Marquette, MI, Rnd 5
8/3 Jefferson, PA, Rnd 6
8/17 Dansville, NY, Rnd 7
8/30 Haydenville, OH, Rnd 8
9/14 Steel City, PA, Rnd 9
9/21 Middlebury, IN, Rnd 10
9/28 Jefferson, PA, Rnd 11
10/12 Oregonia, OH, Rnd 12

AMA/District 34/MSC Championship Motocross Series
5/16 Modena, NY
5/23 Walden, NY
4/6 Walden, NY
4/13 Modena, NY

4/19 Walden, NY
4/20 Modena, NY
4/27 Claverack, NY
5/4 Modena, NY
5/11 Walden, NY
5/18 Claverack, NY
5/25 Monticello, NY
6/1 Modena, NY
6/8 Modena, NY
6/15 Monticello, NY
6/22 Walden, NY
6/29 Modena, NY
7/6 Monticello, NY
7/13 Modena, NY
7/27 Walden, NY
8/3 Claverack, NY
8/10 Monticello, NY
8/17 Walden, NY
8/31 Modena, NY
9/7 Modena, NY
9/14 Claverack, NY
9/21 Modena, NY
9/28 Walden, NY
10/5 Modena, NY
10/12 Modena, NY
10/19 Walden, NY
10/26 Modena, NY
11/2 Modena, NY
11/9 Walden, NY
Info 518/828-6149

AMA/U.S. Eastern Pro-Am Motocross Spring Series
4/13 Elizabeth City, NC
4/27 Sanford, NC
5/4 Reidsville, NC
5/18 Danville, VA
5/25 Elizabeth City, NC
6/1 Dillwyn, VA
6/1 Dillwyn, VA
Info 804/724-4392

AMA Pacific Northwest Motocross Championship
7/5 Woushougal, WA, Rnd 1
7/6 Mount View, WA, Rnd 2
7/20 Clarks Branch, WA, Rnd 3
7/27 Ward Creek, WA, Rnd 4
8/3 Washougal, WA, Rnd 5
Info 541/673-1671

AMA/Grand Championship Pro-Am Series
7/6 Reidsville, NC
7/13 Dillwyn, VA
7/20 Reidsville, NC
7/26 Danville, VA
7/27 Danville, VA
8/10 East Bend, NC
8/24 Danville, VA
9/20 Danville, VA
Info 804/724-4392

AMA/U.S. Eastern Pro-Am Motocross Fall Series
9/7 Dillwyn, VA
9/14 Elizabeth City, NC
9/20 Danville, VA
10/5 Dillwyn, VA
10/12 Elizabeth City, NC
10/19 Danville, VA
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

AMA/Best of Georgia Championship Motocross Series
4/20 Roberta, GA
5/25 Dalton, GA
9/7 Macon, GA
9/21 Breman, GA
9/28 Roberta, GA
10/5 Dalton, GA
10/12 Macon, GA
Info 912/788-0413

AMA/Prostar Drag Racing Series
4/25-27 Commerce, GA, Rnd 2
6/21-22 Petersburg, VA, Rnd 3
8/15-17 Indianapolis, IN Rnd 4
9/5-7 Atco, NJ, Rnd 5
10/4-5 Columbus, OH, 6
11/13-16 Gainesville, FL, Rnd 7

IDBA Motorcycle Nationals
5/3-4 Oklahoma City, OK, Rnd 1
6/14-15 Norwalk, OH, Rnd 2
7/19-20 Columbus, OH, Rnd 3
8/9-10 Morocco, IN, Rnd 4
9/27-28 Greensboro, NC, Rnd 5
10/18-19 Memphis, TN, Rnd 6

AMA Northeastern Cross Country Series
4/13 Good Springs, PA
5/11 Jennerstown, PA
5/25 TBA
6/8 Lowville, NY
7/6 Moravia, NY
7/13 S. Edmonsten, NY
8/3 Lowville, NY
8/31 Little Genesee, NY
9/7 Millfield, OH
9/21 TBA
10/12 S. Edmonsten, NY
11/2 Palmyra, NY
Info 800/335-3833

AMA Virginia Flat Track State Championship Series
5/18 Danville, VA
6/14 Danville, VA
7/26 Danville, VA
8/23 Danville, VA
10/19 Danville, VA
11/16 Danville, VA
Info 804/836-0710 or 804/724-4392

AMA Hot Shoe Championship Series
6/7 Dayton, OH
6/8 Peoria, IL
6/15 Indianapolis, IN
6/20 W. Plains, MO
6/22 Decatur, IL
6/27 Orrville, OH
7/4 Frederick, MD
7/26 Spokane, WA
8/2 Peoria, IL
8/22 Greenville, OH
8/30 Springfield, IL
9/5 Castle Rock, WA
9/6 Castle Rock, WA
Info 614/891-2425

AMA/District 36 Enduro Series
4/20 Navarro, CA
4/26 Cow Mountain, CA
5/3 Georgetown, CA
5/17 Foresthill, CA
5/17 Foresthill, CA
5/25 Eureka, CA
6/1 Omo Ranch, CA
6/8 Long Barn, CA
8/19 Stonyford, CA
8/26 Elkins Flat, CA
9/28 Hollister, CA
10/19 Stonyford, CA
10/26 Elkins Flat, CA
11/1 Upper Lake, CA
11/9 Stonyford, CA
11/16 Ballinger Canyon, CA
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA Amateur/Youth National Dirt Track Championship
7/8 Indianapolis, IN
7/9 Indianapolis, IN
7/11 Indianapolis, IN
7/12 Indianapolis, IN
Info 219/486-7172

AMA/District 36 Amateur/Youth Dirt Track Championship Series
4/12 Lodi, CA, Rnd 5,6
4/19 Lodi, CA, Rnd 7,8
4/27 Lodi, CA,Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
7/26 Lodi, CA, Rnd 28,29
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182/Newman 209/463-6224

AMA/District 36 Vintage Dirt Track Championship Series
4/12 Lodi, CA, Rnd 5,6
4/19 Lodi, CA, Rnd 7,8
4/27 Lodi, CA, Rnd 9
5/3 Lodi, CA, Rnd 10,11
5/10 Newman, CA, Rnd 12
5/17 Newman, CA, Rnd 13
5/31 Newman, CA, Rnd 14
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182/Newman 209/463-6224

AMA National Dual Sport Trail Ride Series
4/19-20 New Waverly, TX *
5/3-4 Hurricane Mills, TN
5/17-18 Millfield, OH
5/31-6/1 Mill Hall, PA
6/7-8 St. Charles, MO
6/7-8 Lake Isabella, CA
6/7-8 Loudon, NH
6/21-22 Renfro Valley, KY
7/6-11 Redding, CA
7/12-13 Brightwood, OR
7/19-20 Davis, WV to VA
7/27-8/1 Newberry, MI
8/23-24 Columbus, IN
9/6-7 Golden Pond, KY
9/10-13 Steamboat Springs, CO
9/13-14 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mount Solon, VA
10/11-12 Angels Camp, Ca
10/18-19 McArthur, OH
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
4/13 Petaluma, CA, Rnd 10
4/26-27 Lakeport, CA, Rnd 11
5/10-11 Virginia City, NV, Rnd 12
5/17-18 Foresthill, CA, Rnd 13
9/21 Yerington, NV, Rnd 14
10/5 TBA, Rnd 15
11/2 Prairie City, CA, Rnd 16
11/16 Wilseyville, CA, Rnd 17
11/29 TBA, Rnd 18
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
4/13 Newhall, CA
5/3-4 Gorman, CA
5/17-18 Ridgecrest, CA
6/7-8 Lake Isabella, CA*
6/22 Angeles NF, CA
7/6-11 Redding, CA*
7/12-13 Sequoia NF, CA
7/26-27 Mammoth Lakes, CA
8/9-10 Big Bear Lake, CA
8/23-24 Bass Lake, CA
9/14 Kernville, CA
9/20-21 Bishop, CA
9/28 Big Bear Lake, CA
10/4-5 Bishop, CA
10/12 Victorville, CA
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/8-9 State Line, NV
11/16 Riverside, CA
11/28-29 LA-Barstow-Las Vegas*
12/28 Mojave, CA
*National Trail Ride Series Event
Info 818/249-2141 (3,1)

AMA/District 37 Big 6 Grand Prix Series
5/3-4 TBA, Rnd 4
10/4-5 TBA, Rnd 5
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

AMA U.S. Mega Series
4/20 Society Hill, SC
4/27 Blountville, TN
5/4 Wytheville, VA
6/8 Blountville, TN
7/6 London, KY
7/12-13 Blountville, TN
7/20 Wytheville, VA
9/7 Blountville, TN
9/21 Forest City, NC
9/28 Blountville, TN
10/4-5 London, KY
10/18-19 Blountville, TN
Info 423/323-5497

AMA Tecnosel Carolina Ultra Series
4/13 Forest City, NC
5/18 Columbus, NC
5/25 Forest City, NC
6/1 Lincolnton, NC
8/31 Lincolnton, NC
9/14 Chesterfield, SC
10/12 Columbus, NC
11/1-2 Society Hill, SC
Info 423/323-5497

AMA/UMTA Trials Series
4/13 Faribault, MN
4/27 Faribault, MN
5/18 Thielman, MN
6/7-8 Thielman, MN
7/5-6 Duluth, MN
7/19-20 Hixton, WI
8/2-3 Thielman, MN
8/16-17 Duluth, MN
9/14 Faribault, MN
9/28 Faribault, MN
10/12 Thielman, MN
10/19 Faribault, MN
Info 612/481-0924 or 507/451-1321

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June 13,14,15	St. Tammany Arena	Covington, LA
June 27,28,29	Harrison County Arena	Gulfport, MS

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Race classes for all levels.

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Saturday, April 19th	Spring Night Series #4
Saturday, April 26th	Spring Night Series #5
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April 27 • Glen Helen Park CA
INFO: 714-692-3404

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Every Saturday Night
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Costa Mesa, California
Info: (714) 492-9933

Sat., April 12	Coors Light '97 Season Opener (Speedway/Sidecars)
Sat., April 19	(Speedway/Sidecars/Midgets)
Sat., April 26	Orange County Harley Blow-Out!! (Speedway/Sidecars/Harley Races)

SSC MOTO-X RACING

RACING April 13TH CASTAIC
Gates Open at 6:30 am
Practice at 8:00 am
Racing at 9:30 am

RACING April 20TH HUNGRY VALLEY
Practice on Saturday April 19th

$10 per Person at Gate
$25 for Members
$30 for Non-Members

Castaic Brick Spring Nationals Start May 4th
SUZUKI Contingence

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AMA CA. STATE MX C'SHIP
October 18-19, Glen Helen Raceway

Qualifiers

Nothern, 1-800-426-4866
May 3, Hangtown Amateur Day

Central, 415-587-8678
April 19 & 20, Laguna Seca Raceway

Southern
May 9 & 10, Glen Helen Amateur Day

Last Chance
Sept. 21, Glen Helen Raceway

Info Call
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CRC 1997 California Race Schedule
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Sunday, April 13	Tri Race Series - SX	L.A.C.R.
Sunday, April 20	Tri Race Series - GP	Perris
Sunday, April 27	Dunestown - MX	L.A.C.R.
Saturday, May 3	Shamrocks District 37- GP	L.A.C.R.

Saturday Practice - now til May 24 - 9:00 a.m. - 2:00 p.m.
Wednesday Nights - Starting April 16 - 4 p.m. to 9 p.m.
Friday Nights - Starting June 7 - 4 p.m. to 9 p.m.
CRC Info (805) 272-8889

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

AHRMA/Progressive Suspension Historic Cup Roadrace Series
4/26-27 Rosamond, CA, Rnd 3-4
5/3-4 Summit Point, WV, Rnd 5-6
5/31-6/1 Elkhart Lake, WI, Rnd 7-8
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

North American Sport Bike Series
5/30-6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

NASB/Formula USA Series
5/30-/6/1 Mosport, Canada, Rnd 3
6/20-22 Braselton, GA, Rnd 4
7/18-20 Portland, OR, Rnd 5
8/1-3 Elkhart Lake, WI, Rnd 6
8/29-31 Long Pond, PA, Rnd 7
10/3-6 Loudon, NH, Rnd 8
10/29-11/2 Daytona Beach, FL, Rnd 9

CCS/Championship Cup Road Racing Series
California Region
5/3-4 Phoenix, AZ
5/31-6/1 Buttonwillow, CA
8/2-3 Buttonwillow, CA
9/6-7 Buttonwillow, CA
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
Florida Region
4/27 West Palm Beach, FL
5/26 West Palm Beach, FL
6/22 West Palm Beach, FL
7/27 West Palm Beach, FL
8/24 West Palm Beach, FL
9/6-7 Homestead, FL
9/13-14 Braselton, GA
9/28 West Palm Beach, FL
12/6-7 Homestead, FL*
Great Lakes Region
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL*
Great Plains Region
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/16-17 Topeka, KS
8/23-24 Brainerd, MN
9/20-21 South Beloit, IL*
North East Region
4/19-20 Loudon, NH
5/3-4 Loudon, NH
5/24-25 Bridgehampton, NY
6/7-8 Loudon, NH
7/5-6 Bridgehampton, NY
7/19-20 Loudon, NH
8/2-3 Bridgehampton, NY
8/23-24 Loudon, NH
8/30-31 Bridgehampton, NY
9/6-7 Loudon, NH
10/3-5 Loudon, NH
Mid Atlantic Region
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/14-15 Summit Point, WV
6/21-22 Braselton, GA*
7/19-20 Summit Point, WV
8/16-17 Braselton, GA
8/28-31 Long Pond, PA*
9/13-14 Braselton, GA
10/4-5 Summit Point, WV*
Mid West Region
4/12-13 South Beloit, IL
4/26-27 Mount Meridian, IN
5/10-11 South Beloit, IL
5/31-6/1 Grattan, MI
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
7/19-20 South Beloit, IL
8/1-3 Elkhart Lake, WI*
8/16-17 South Beloit, IL
8/23-24 Brainer, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL
South East Region
4/12-13 Bloomingdale, GA
5/24-25 Bloomingdale, GA
6/21-22 Braselton, GA*
7/19-20 Bloomingdale, GA
8/16-17 Braselton, GA
8/30-31 Bloomingdale, GA
9/13-14 Braselton, GA*
South West Region
5/3-4 Phoenix, AZ
5/24-25 Phoenix, AZ
8/2-3 Buttonwillow, CA
9/20-21 Las Vegas, NV
10/4-5 Buttonwillow, CA
11/29-30 Phoenix, AZ
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
*Double Points Event
Info 704/684-4297

Northern California Mini Road Racing Championship Series
4/19-20 Sacramento, CA*
5/17-18 Sacramento, CA
6/7-8 Sacramento, CA*
7/12-13 Sacramento, CA
8/2-3 Sacramento, CA
9/13-14 Sacramento, CA*
10/4-5 Sacramento, CA
*Indicates Spring and Endurance Race Event
Info 916/722-5517

CRA Road Race Championship Series
5/10-11 Brainerd, MN
6/14-15 Brainerd, MN
8/2-3 Brainerd, MN
9/13-14 Brainerd, MN
Info 612/332-4070

AHRMA BMW Classic Cup Series
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA SOS/BOT/Sound of Thunder Series
4/26-27 Rosamond, CA, Rnd 3-4
5//3-4 Summit Point, WV, Rnd 5-6
5/31-6/1 Elkhart Lake, WI, Rnd 7-8
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13-14 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
4/20 Brentwood, CA, Rnd 3
4/26 Bremen, GA, Rnd 4
5/3-4 Casey, IL, Rnd 5-6
5/18 Perris, CA, Rnd 7
5/31 Elkhart Lake, WI, Rnd 8
6/7 New Berlin, NY, Rnd 9
6/14 Grattan, MI, Rnd 10
6/22 Eugene, Or, Rnd 11
6/28 Peoria, IL, Rnd 12
7/5-6 Carlsbad, CA, Rnd 13-14
7/12 Lexington, OH, Rnd 15
7/26 Southwick, MA, Rnd 16
8/9 Mammoth Mountain, CA, Rnd 17
8/16 Linnville, OH, Rnd 18
9/12 Steamboat Springs, CO, Rnd 19
10/19 Hollister, CA, Rnd 20
Info 715/842-9699

AHRMA Mid West Regional Motocross Series
4/12 Collins, MO
4/26 Des Moines, IA
5/18 Wapella, IL
7/19 Grantsburg, WI
8/30 Bedford, KY
9/27 Lamoni, IA
10/4 Denmark, WI
10/18 Casey, IL
Info 414/684-4331

AHRMA Western Regional Motocross Series
5/4 Dixon, CA
6/22 Eugene, OR
8/10 Mammoth, CA
9/28 Fernley, NV
10/5 TBA
11/2 Tulare, CA
Info 408/663-4014

AHRMA/Texas Vintage Iron Spring Series
4/20 Euless, TX
5/11 Houston, TX
5/25 Tyler, TX
6/15 Houston, TX
Info 281/497-3366

AHRMA Nor Cal Motocross Series
4/20 Brentwood, CA
5/4 Dixon, CA
7/20 Carson City, NV
8/31 Monterey, CA
9/28 Fernley, NV
10/19 Hollister, CA
Info 702/265-4904

AHRMA So Cal Motocross Series
5/18 Perris, CA
6/28 Perris, CA
8/10 Mammoth, CA
10/5 TBA
Info 909/929-6772

AHRMA/Speed & Sport Vintage Trials Series
4/13 Collins, MO, Rnd 4
4/19 Brentwood, CA, Rnd 5
4/27 Bremen, GA, Rnd 6
6/1 Elkhart Lake, WI, Rnd 7
6/15 Grattan, MI, Rnd 8
6/29 Peoria, IL, Rnd 9
7/4 Carlsbad, CA, Rnd 10
7/13 Lexington, OH, Rnd 11
8/24 Sonoma, CA, Rnd 12
9/11 Steamboat Springs, CO, Rnd 13
10/11 White City, IL, Rnd 14
10/18 Hollister, CA, Rnd 15
Info 715/842-9699

AHRMA/BMW Classic Cup Roadrace Series
5/31-6/1 Elkhart Lake, WI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA Western Regional Trials Series
4/19 Brentwood, CA
7/4 Carlsbad, CA
8/16 Norden, CA
8/23 Sonoma, CA
9/27 La Porte, CA
10/18 Hollister, CA
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

AHRMA Western Regional Dirt Track Series
4/12 Barona, CA
5/3 Dixon, CA
5/17 Hanford, CA
5/24 Tulare, CA
5/25 Tulare, CA
8/3 Hollister, CA
10/4 Tulare, CA
10/5 Tulare, CA
10/11 Del Mar, CA
Info 818/992-5343

AHRMA/Classic Bike Magazine Dirt Track Series
5/17 Hanford, CA, Rnd 2
5/17 Big Rapids, MI, Rnd 3
5/25 Tulare, CA, Rnd 4
6/7 Budds Creek, MD, Rnd 5
6/8 Cumberland, MD, Rnd 6
6/29 Peoria, IL, Rnd 7
7/5 Carlsbad, CA, Rnd 9
7/6 Lake Odessa, MI, Rnd 10
7/26 Weedsport, NY, Rnd11
8/3 Wilmington, DE, Rnd 12
8/16 Linnville, OH, Rnd 13
9/10 Hayden, CO, Rnd 14
9/21 Lebanon Valley, NY, Rnd 15
9/28 Lavonia, GA, Rnd 16
10/6 Tulare, CA, Rnd 17
10/10 San Diego, CA, Rnd 18
Info 715/842-9699

AHRMA Dixie Cup Road Race Series
10/4-5 Talledega, AL, Rnd 3
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

AHRMA Masters of the Midwest Road Race Trophy
5/31-6/1 Elkhart Lake, WI, Rnd 1
6/14-15 Grattan, MI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
Info 715/842-9699

AHRMA Pacific Crown Road Race Series
4/26-27 Rosamond, CA, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

AHRMA Vintage Motorcycle Days Road Race Championships
7/12-13 Lexington, OH, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

MARS Motorcycle Asphalt Racing Series
5/16 Myrtle Beach, SC
9/20 Asheville, NC
9/26 Tracy, CA
10/24 Kenly, NC
10/25 Summerville, NC
Info 770/934-3112

New York State Challenge Series
7/20 Batavia, NY, Rnd 1
7/27 Hunt, NY, Rnd 2
8/3 Palmyra, NY, Rnd 3

8/10 Silver Springs, NY, Rnd 4
8/17 Frozen Ocean, NY, Rnd 5
Info WNYSC 716/786-0236

La Playa Grand Prix Motocross Series
5/18 Rosarito, BC/Mexico, Rnd 2
8/10 Rosarito, BC/Mexico, Rnd 3
10/5 Rosarito, BC/Mexico, Rnd 4
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

ECEA Championship Enduro Series
4/20 Warren Grove, NJ
5/4 New Lisbon, NJ
5/11 Stanhope, NJ
5/25 New Philadelphia, PA
6/22 West Greenwich, RI
7/20 Blain, PA
7/27 Rawlings, MD
8/3 Middlebury Center, PA
8/17 Speedsville, NY
8/24 Mauricetown, NJ
9/7 Shippensburg, PA
9/14 Brandonville, PA
9/21 New Lisbon, NJ
9/28 Webb Mills, NY
10/5 New Gretna, NJ
10/26 Delaware City, DE
Info 717/865-0601

ECEA Championship Hare Scrambles Series
4/13 Good Springs, PA
4/27 St. George, DE
5/18 Belleplain, NJ
6/8 Woodland Twp., NJ
7/6 Stanhope, NJ
8/10 Hobbie, PA
10/19 Budds Creek, MD
11/2 Warren Grove, NJ
11/9 Nauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

ECEA Dual Sport Series
6/15 Brandonville, PA
7/6 Belleplain, NJ
10/12 Indian Mills, NJ
10/19 New Philadelphia, PA
11/16 Greenbank, NJ
Info 717/865-0601

WERA National Endurance Series
4/12 Talladega, AL, Rnd 1
5/10 Braselton, GA, Rnd 2
5/24 Hallett, OK, Rnd 3
6/14 East St. Louis, IL, Rnd 4
6/28 Clermont, IN, Rnd 5
7/5 Grattan, MI, Rnd 6
8/2 Summit Point, WV, Rnd 7
9/6 Millington, TN, Rnd 8
9/20 College Station, TX, Rnd 9
10/10 Braselton, GA, Rnd 10

WERA National Challenge Series
4/11-13 Talladega, AL, Rnd 1
5/9-11 Braselton, GA, Rnd 2
5/23-25 Hallett, OK, Rnd 3
6/13-15 East St. Louis, IL, Rnd 4
6/26-29 Clermont, IN, Rnd 5
7/4-6 Grattan, MI, Rnd 6
8/1-3 Summit Point, WV, Rnd 7
9/5-7 Millington, TN, Rnd 8
9/19-21 College Station, TX, Rnd 9
10/8-12 Braselton, GA, Rnd 10
Info 770/924-8404

WERA Grand National Finals
10/9-13 Braselton, GA

WERA Vintage Series
4/12 Summit Point, WV, Rnd 6
5/3 Grattan, MI, Rnd 7
5/3 Talladega, AL, Rnd 8
5/4 College Station, TX, Rnd 9
5/17 Mount Meridian, IN, Rnd 10
5/24 Garretsville, OH, Rnd 11
5/31 Summit Point, WV, Rnd 12
6/7 Faulkville, GA, Rnd 13
6/7 Grattan, MI, Rnd 14
6/8 Henderson, TX, Rnd 15
7/6 College Station, TX, Rnd 16
7/19 South Haven, MI, Rnd 17
7/26 Garrettsville, OH, Rnd 18*
7/26 Braselton, GA, Rnd 19
8/3 Henderson, TX, Rnd 20
8/9 Mount Meridian, IN, Rnd 21
8/23 Talladega, AL, Rnd 22
8/30 Garrettsville, OH, Rnd 23
8/31 Hallett, OK, Rnd 24
9/6 Summit Point, WV, Rnd 25
9/20 Faulkville, GA, Rnd 26

WERA Sportsman Series
North Central
4/19-20 South Haven, MI
5/3-4 Grattan, MI
5/17-18 Mount Meridian, IN
6/7-8 Grattan, MI
6/21-22 Mount Meridian, IN
6/26-29 Clemont, IN
7/19-20 South Haven, MI
8/9-10 Mount Meridian, IN
8/16-17 Fairmont, IL
9/27-28 Mount Meridian, IN
Northeast
4/12-13 Summit Point, WV
5/24-25 Garrettsville, OH
5/31-6/1 Summit Point, WV
6/7-8 Grattan, MI
6/26-29 Clermont, IN
7/19-20 South Haven, MI
7/26-27 Garrettsville, OH
8/30-31 Garrettsville, OH
9/6-7 Summit Point, WV
Mid-Central
5/17-18 Millington, TN
5/23-25 Hallett, OK
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/16-17 Fairmont, IL
8/30-31 Hallett, OK
9/5-7 Millington, TN
9/27-28 Mount Meridian, IN
South Central
5/3-4 College Station, TX
5/23-25 Hallett, OK
6/7-8 Henderson, TX
6/26-29 Clermont, IN
7/5-6 College Station, TX
8/2-3 Henderson, TX
8/30-31 Hallett, OK
9/20-21 College Station, TX
Southeast
5/3-4 Talladega, AL
5/17-18 Millington, TN
6/7-8 Faulkville, GA
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/9-10 Faulkville, GA
8/23-24 Talladega, AL
9/20-21 Faulkville, GA
Info 770/924-8404

VDTRA Regional Championship Dirt Track Series
4/12 Purcell, OK
4/13 Lexington, OK
5/18 Columbus Junction, IA
6/6 Monett, MO
6/7 Wichita, KS
6/8 Wichita, KS
6/27 Casper, WY
6/28 Casper, WY
7/5 Rockport, IN
7/12 Sturgis, SD
7/13 Sturgis, SD
8/4 Sturgis, SD
8/11 Stockton, KS
8/12 Stockton, KS
316/663-9877 or 307/473-2700 or 618/724-2613

CMA Eastern Region Dirt Track Series
5/17 Shannonville, Ontario
5/18 Woodstock, Ontario
6/7 Learningtion, Ont.ario
6/14 Welland, Ontario
6/21 Welland, Ontario
6/27 Barrie, Ontario
6/28 Welland, Ontario
6/29 Shannonville, Ontario
7/5 Welland, Ontario
7/12 Welland, Ontario
7/19 Welland, Ontario
8/2 Welland, Ontario
8/9 Shannonville, Ontario
8/10 Three Rivers, Quebec
8/29 Quebec City, Quebec
Info 905/522-5705

Vintage Classics X National Championship Dirt Track
5/31 Cambridge, MN
6/1 Cambridge, MN
6/14 Indianapolis, IN
7/18 Oklahoma City, OK
7/20 Oklahoma City, OK
7/25 Grand Island, NE
7/26 Norton, KS
8/7 Rapid City, SD
8/9 Sturgis, SD
10/10 Del Mar, CA
10/11 Del Mar, CA
Info 918/836-6999

AMRA Harley-Davidson National Point Drag Race Series
4/26-27 East St. Louis, IL
5/10-11 Memphis, TN
6/7-8 Morocco, IN
8/23-24 Ennis, TX
10/4-5 Bowling Green, KY

AMRA Region One Harley-Davidson Drag Race Series
7/19-20 Wentzville, MO
8/2-3 Marion, SD
9/13-14 Cordova, IL

AMRA Region Two Point Harley-Davidson Drag Race Series
4/19-20 Huntsville, AL
5/3-4 Hallsville, TX
6/21-22 Clarksville, TN

VMA State Championship Vintage MX Series
5/25 Hanford, CA, Rnd 2
9/21 Folsom, CA, Rnd 3
10/5 Madera, CA, Rnd 4
11/16 Hanford, CA, Rnd 5
Info 209/661-0706

The Barona Short Track Championship Series
5/10 Ramona, CA
6/7* Ramona, CA
6/21 Ramona, CA
7/19 Ramona, CA
8/16 Ramona, CA
9/13 Ramona, CA
10/18 Ramona, CA
11/8 Ramona, CA
Info 619/277-2743

Central California Rough Scrambles Championship Series
4/27 Madera, CA, Rnd 5
5/11 Madera, CA, Rnd 6
9/14 Madera, CA, Rnd 7
9/28 Madera, CA, Rnd 8
10/12 Madera, CA, Rnd 9
10/26 Madera, CA, Rnd 10
11/9 Madera, CA, Rnd 11
11/23 Madera, CA, Rnd 12
Info 209/661-0706

The New England Hillclimbers Series
4/13 Monson, MA
4/27 Greenfield, MA
5/4 Monson, MA
5/18 Exeter, RI
6/1 Greenfield, MA
6/11 Gilford, NH
7/13 Enfield, NH
7/26-27 Mankato, MN
8/3 Caroga Lake, NY
8/10 Enfield, NH
8/17 Monson, MA
8/31 Canaan, NH
9/7 Enfield, NH
9/21 Canaan, NH
9/28 Exeter, RI
10/5 Monson, MA

RMEC/Rocky Mountain Enduro Circuit
4/13 Pueblo, CO
5/4 Chadron, NE
5/25 Limon, CO
6/8 Buena Vista, CO
6/29 Upton, WY
7/20 Rand, CO
Info 307/742-4136

Rocky Mountain Motocross Series
5/4 Colorado Springs, CO
5/24-25 Aurora, CO
6/15 Pueblo, CO
6/29 Erie, CO
7/6 Aurora, CO
7/20 Colorado Springs, CO
8/24 Colorado Springs, CO
8/31 Pueblo, CO
9/21 Erie, CO
10/26 Colorado Springs, CO
Info 719/473-6723

Smoky Mountain Mini Road Race Series
5/4 Elgin, SC*
6/8 Elgin, SC
7/6 Elgin, SC
9/14 Elgin, SC
10/12 Elgin, SC*
11/2 Elgin, SC
*Endurance
Info 704/531-2797

Mid-Atlantic Vintage Trials Series
4/20 Forest Hill, MD
4/26 Williamsport, PA
5/3-4 Toronto, OH
6/21 Williamsport, PA
7/19 Lock Haven, PA
8/9 Toronto, OH
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

Southeastern Trials Riders Association Championship Series
4/26-27 Bremen, GA
5/3-4 Crossville, TN
5/17-18 Resaca, GA
8/9-10 Carrollton, KY
9/6-7 Gadsden, AL

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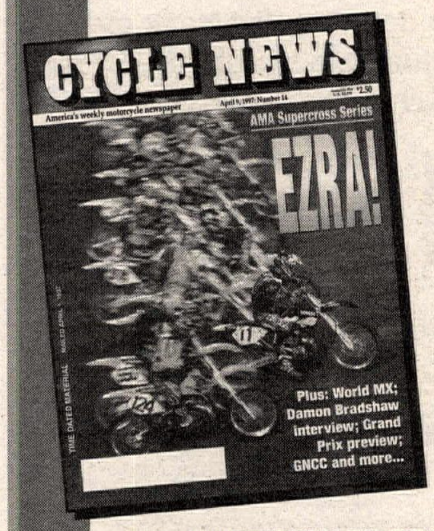

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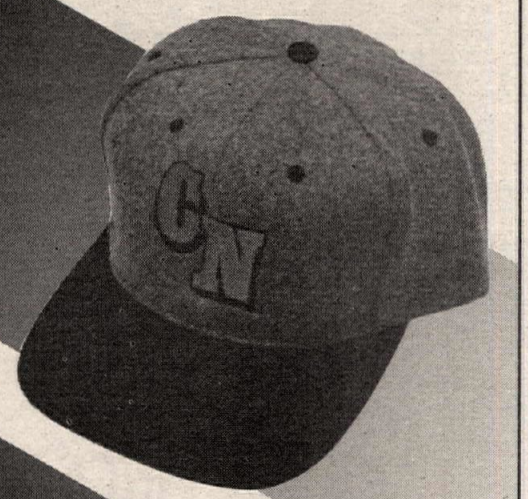

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- Black suede bill
- Red "CN" logo
- Low "Surfer" style

- Grey top
- Red canvas bill
- White "CN" logo
- "Collegiate" style

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/4-5 Monroe, GA
10/18-19 Jasper, TN
11/15-16 Cumming, GA
Info 423/942-8688

Arkansas Hare Scrambles Championship Series
4/20 Bee Branch, AR
5/18 Salem, AR
6/1 Maynard, AR
6/15 Durham, AR
7/6 Fort Smith, AR
8/10 Salem, AR
8/24 Bee Branch, AR
9/14 Maynard, AR
10/26 Lost Creek Park, AR
11/30 Fort Smith, AR
Info 501/646-7000

Virginia Championship Hare Scramble Series
4/13 Danville, VA
4/27 Dillwyn, VA
5/4 Martinsville, VA
5/18 Surry, VA
6/1 Rural Retreat, VA
6/8 Ivor, VA
9/7 Pulaski, VA
9/21 Middlebrook, VA
10/5 Martinsville, VA
10/19 Newport News, VA
11/2 Surry, VA
Info 757/255-4620

KORR Hare Scrambles Championship Series
4/20 Arkansas City, KS
5/4 Sterling, KS
10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

Mammoth Motocross
6/26-29 Mammoth Lakes, CA
Info 619/934-0642

Commotion By The Ocean 10 Motocross
6/7-8 Carlsbad, CA
Info 619/484-1441

Performance Engineering Sunflower State MX Championship Series
4/13 Inman, KS
4/27 Lyndon, KS
6/8 Great Bend, KS
6/15 Inman, KS
7/13 Lyndon, KS
7/26 Concordia, KS
8/31 Great Bend, KS
9/1 Great Bend, KS
9/14 Great Bend, KS
9/28 Inman, KS
10/5 Lyndon, KS
10/19 Inman, KS
Info 913/842-8272

KORR Motocross Championship Series
4/27 Marion, KS
5/18 Arkansas City, KS
6/8 Hillsboro, KS
6/22 Marion, KS
7/13 Sterling, KS
7/26 Marion, KS
7/27 Hillsboro, KS
8/17 Sterling, KS
8/24 Hillsboro, KS
9/7 Marion, KS
9/14 Arkansas City, KS
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

Yamaha Sunshine State MX Championship Series
4/13 Dade City, FL
4/27 Ona, FL
5/4 Orlando, FL
5/11 Reddick, FL
5/18 Dade City, FL
5/25 Ona, FL
6/1 Orlando, FL
6/8 Reddick, FL
6/15 Dade City, FL
7/6 Ona, FL
7/13 Orlando, FL
7/20 Reddick, FL
7/27 Dade City, FL
8/17 Ona, FL
8/24 Orlando, FL
8/31 Reddick, FL
9/7 Dade City, FL
9/14 Ona, FL
Info 407/333-2356

GFI Spring Trophy Motocross Series
4/12 Madera, CA, Rnd 2
4/19 Madera, CA, Rnd 3
4/26 Madera, CA, Rnd 4
5/3 Madera, CA, Rnd 5
5/9 Madera, CA, Rnd 6
5/16 Madera, CA, Rnd 7
5/23 Madera, CA, Rnd 8
Info 209/673-8080

GFI At Night Motocross Series
6/7 Perris, CA
6/14 Perris, CA
6/21 Perris, CA
7/12 Perris, CA
7/19 Perris, CA
7/26 Perris, CA
8/2 Perris, CA
8/9 Perris, CA
8/16 Perris, CA
8/23 Perris, CA
8/30 Perris, CA
Info 909/653-4042

Salem Motorcycle Club Hare Scrambles Series
4/20 Salem, OH
5/11 Salem, OH
6/15 Salem, OH*
7/6 Salem, OH
10/12 Salem, OH**
*Buckeye Series/**Corky Wurster Memorial
Info 330/482-2971 or 330/332-9465

NMA Grand National MX Championships
7/29-8/2 Ponca City, OK
Info 310/868-8112

Thor/Parts Unlimited Northeast Classic Motocross Series
5/18 Binghamton, NY, Rnd 1
6/1 Clifford, PA, Rnd 2
6/8 Unadilla, NY, Rnd 3
6/29 Englishtown, NJ, Rnd 4
7/27 Walden, NY, Rnd 5
8/3 New Egypt, NJ, Rnd 6
Info 717/222-9290

GNC Texas Motocross Series
4/13 Burleson, TX
4/20 Dallas/Fort Worth, TX
5/4 Waller, TX
5/18 Dallas/Fort Worth, TX
5/25 Bastrop, TX
6/1 Dallas/Fort Worth, TX
6/8 Highlands, TX
Info 817/295-1760

Alabama Spring MX Series
4/13 Kilpatrick, AL
4/20 Steele, AL
4/27 Warrior, AL
5/11 Kilpatrick, AL
5/18 Steele, AL
Info 205/681-8317

South Dakota/Iowa Motocross Series
4/20 Yankton, SD
4/27 Sioux Falls, SD
5/4 Palmyra, NE
5/18 Fort Dodge, IA
6/1 Sioux Falls, SD
6/8 Palmyra, NE
6/15 Armstrong, IA
6/21 Truesdale, IA
6/29 Fort Dodge, IA
7/13 Armstrong, IA
7/20 Palmyra, NE
7/26 Truesdale, IA
8/17 Armstrong, IA
8/30 Truesdale, IA
9/14 Yankton, SD
9/21 Sioux Falls, SD
Info 605/665-3512

Cornhusker Motocross Series
4/13 Douglas, NE
4/20 Stockton, KS
4/27 Alma, NE
5/11 McCook, NE
5/18 Stockton, KS
6/1 McCook, NE
6/15 North Platte, NE
6/22 Stockton, KS
6/29 TBA
7/6 Douglas, NE
7/13 Stockton, KS
7/27 McCook, NE
8/10 North Platte, NE
8/17 Stockton, KS
8/24 TBA
9/7 North Platte, NE
9/14 Stockton, KS
9/21 Alma, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/928-2503

Branson USA MX Nationals
10/3-5 Branson, MO
Info 909/657-6782

MRAN Desert Series
4/26-27 Panaca, NV, Rnd 4
5/24 Delta, UT, Rnd 5
7/5-6 Caliente, NV, Rnd 6
8/3 Ely, NV, Rnd 7
8/30-31 Pioche, NV, Rnd 8
10/18-19 Logandale, UT, Rnd 9
11/1-2 Beatty, NV, Rnd 10
Info 702/437-6762

TCCRA/Cross Country Series
4/20 Montague, TX
5/4 Hillsboro, TX
5/18 Montague, TX
6/1 Bowie, TX
6/15 Saint Jo, TX
6/29 Weatherford, TX
8/24 Montague, TX
9/7 Fort Hood, TX
9/21 Joplin, TX
10/5 Jacksboro, TX
10/19 Lake Murray, OK
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit
4/13 Hanna, OK
5/4 Mayflower, AR
5/18 Park Hills, MO
6/1 Chadwick, MO
9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX

Southern Enduro Riders Association Hare Scrambles Series
8/24 Tupelo, MS
9/28 Alexandria, LA
11/9 Wiggins, MS
11/23 Warrior, AL
12/7 Selma, AL
1/18 Selma, AL
2/1 Hattiesburg, MS
2/8 Wiggins, MS
Info 504/665-0313

Northwest Motorcycle Association Enduro Series
4/20 Shelton, WA
5/18 Goldbar, WA
6/14 Bellingham, WA
7/12 Olympia, WA
8/17 Naches, WA
9/14 Mount Vernon, WA
9/28 Olympia, WA
10/26 Bellingham, WA
Info 206/242-7044

IERA C'ship Enduro Series
4/27 Fremont, IA
8/17 Stratford, IA
9/7 Castana, IA
9/14 Winterset, IA
10/5 Bartlett, IA
11/2 Morrison, IL
Info 515/933-4872

IERA Championship Hare Scrambles Series
4/13 Stratford, IA
4/20 Pleasant Hill, IA
5/18 Fremont, IA
6/15 Anamosa, IA
6/22 Castana, IA
6/29 Luther, IA
8/24 Dow City, IA
10/12 Hills, IA
Info 515/933-4872

Mouse Midwest Enduro Series
4/20 Morrison, IL
4/27 Fremont, IA
5/18 Millston, WI
6/8 Black River Falls, WI
6/15 Leader, MN
7/20 Grand Rapids, MN
7/27 Pearson, WI
8/10 Nickerson, MN
8/17 Stratford, IA
8/24 Rockford, IL
9/14 Winterset, IA
9/21 White City, IL
10/12 Upland, IN
10/26 Springfield Corners, WI
Info 319/582-4864

Northwest Motorcycle Association Off-Road Series
6/15 Bellingham, WA
8/10 Bellingham, WA
9/6 StumpJumper, WA
9/21 Bellingham, WA
10/5 Rimrock Lake, WA
10/12 Shelton, WA
11/30 Kent, WA
Info 206/242-7044

NETRA Championship Enduro Series
5/25 Freetown, MA
6/8 Somers, CT
6/22 West Greewich, RI
7/20 Oxford, MA

8/10 Granville, MA
9/7 Lee, MA
9/28 Wrentham, MA
10/5 Adams, MA
10/19 Chester, CT
11/2 Stafford, CT
Info 860/875-5757

NETRA Championship Hare Scrambles Series

4/13 Modena, NY
5/11 Uxbridge, MA
5/18 Fishouse, NY
6/15 Thomaston, CT
6/29 Union, CT
7/6 Chelsea, VT
7/13 Windsor, MA
7/27 E. Hampton, CT
8/3 Searsport, ME
8/17 Alton, NH
8/24 Union, CT
8/31 Uxbridge, MA
9/14 Hoosick, NY
9/21 W. Greenwich, RI
10/12 Freetown, MA
10/26 Fishouse, NY
11/9 Modena, NY
Info 860/875-5757

NETRA Turkey Run Series

5/18 W. Greenwich, RI
6/1 Wrentham, MA
6/21-22 Loudon, NH
6/29 Middle Grove, NY
7/13 Winchendon, MA
7/20 Adams, MA
7/27 Wymantowship, ME
9/7 N. Haverhill, NH
9/14 New Boston, MA
10/12 Winchendon, MA
10/26 Central Village, CT
Info 860/875-5757

NETRA Championship Junior Enduro Series

4/26 Brimfield, MA
5/17 Fishouse, NY
5/31 Wrentham, MA
6/14 Thomaston, CT
6/28 Union, CT
7/12 Granville, MA
7/26 Southhampton, MA
8/23 Union, CT
9/27 Brimfield, MA
10/11 Freetown, MA
10/25 Fishouse, NY
11/1 Winchendon, MA
Info 860/875-5757

SRAC Motocross Series

4/12 Adams County, CO
4/20 Pueblo, CO
4/27 Cheyenne, WY
5/3 Grand Junction, CO
5/10 Greeley, CO
5/18 Colorado Springs, CO
5/25 Berthoud, CO
6/1 Pueblo, CO
6/8 Colorado Springs, CO
6/14 Pueblo, CO
6/22 Aurora, CO
6/29 Berthoud, CO
7/6 Grand Junction, CO
7/13 Aurora, CO
7/19 Colorado Springs, CO
7/27 Colorado Springs, CO
8/3 Cheyenne, WY
8/10 Pueblo, CO
8/17 Berthoud, CO
8/23 Grand Junction, CO
9/1 Pueblo, CO
9/6 TBA
9/14 Pueblo, CO
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

CMRRA 50cc/125cc Championship Road Race Series

4/27 Riverside, CA
6/1 Perris, CA
6/28-29 Rosamond, CA
7/27 Riverside, CA
8/24 Riverside, CA
9/28 Perris, CA
10/ TBA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

AMA Gulf Coast Arenacross Series

4/18-19-20 Gulfport, MS
5/2-3-4 Covington, LA
5/16-17-18 Mobile, AL
6/13-14-15 Covington, LA
6/27-28-29 Gulfport, MS
Info 601/255-8110

GSC/Summer Arenacross Series

7/19 Bishop, CA
8/2 Bishop, CA
8/16 Bishop, CA
8/28 Bishop, CA
Info 619/872-1570

WMRRA Road Race Series

5/3-4 Seattle, WA
5/31-6/1 Spokane, WA
6/14-15 Bremerton, WA
7/12-13 Seattle, WA
8/16-17 Bremerton, WA
9/7 Seattle, WA
9/27-28 Spokane, WA
Info 206/338-4686

WSMC Road Race Series

4/19-20 Rosamond, CA, Rnd 4
5/17-18 Rosamond, CA, Rnd 5
6/14-15 Rosamond, CA, Rnd 6
7/19-20 Rosamond, CA, Rnd 7
8/16-17 Rosamond, CA, Rnd 8
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

AFM Road Race Series

4/20 Willows, CA
5/24-25 Sonoma, CA
6/28-29 Sonoma, CA
8/2-3 Sonoma, CA
9/6-7 Willows, CA
10/12 Buttonwillow, CA
Info 510/796-7005

MRA Road Racing Series

5/4 Mead, CO
5/18 Peublo, CO
6/1 Mead, CO
6/15 Denver, CO
6/29 Denver, CO
7/13 Mead, CO
8/10 Pikes Peak, CO
8/24 Pueblo, CO
9/14 Steamboat Springs, CO
9/28 Mead, CO
Info 303/530-5678

Rocky Mountain Dual Sport Series

6/28-29 Turquoise Lake, CO
7/18-20 Leadville, CO
8/7-9 Sturgis, SD
9/8-9 Encampment, WY
9/10-13 Steamboat Springs, CO*
* National Trail Ride Series Event
Info 303/697-8382

Cycle News Appalachian Dual Sport Tour

5/3-4 Hurricane Mills, TN
5/17-18 Stewart, OH
6/21-22 Renfro Valley, KY
7/19-20 Davis, WV
9/27-28 Elizabeth, WV
Info 304/284-0084

Ride For Kids Charity Ride

4/27 Houston, TX
5/18 Torrance, CA
6/1 Atlanta, GA
6/15 St. Paul, MN
6/21 Asheville, NC
7/13 Oakbrook, IL
7/26 Marysville, OH
8/3 Harriman, NY
8/24 Ann Arbor, MI
9/7 Monroe, WA
9/14 Columbia, MD
9/28 Vallejo, CA

CMC Cornhusker Motocross Series

4/13 Douglas, NE
4/20 Stockton, KS
4/27 Alma, NE
5/11 McCook, NE
5/18 Stockton, KS
6/1 McCook, NE
6/15 North Platte, NE
6/22 Stockton, KS
7/6 Douglas, NE
7/13 Stockton, KS
7/27 McCook, NE
8/10 North Platte, NE
8/17 Stockton, KS
8/24 TBA
9/7 North Platte, NE
9/14 Stockton, KS
9/21 Alama, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/345-3744

CMC West Coast Arenacross Challenge

9/26-27-28 Fresno, CA
10/3-4-5 San Diego, CA
11/7-8-9 San Francisco, CA
11/14-15-16 Reno, NV
11/21-22-23 Las Vegas, NV
2/27-28-3/1 Sacramento, CA
Info 702/267-4392

APRIL						
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***Denotes Payback**

Fri, Apr 11

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Apr 12-13

CALIFORNIA POKER RUN/HARE SCRAMBLES - MCMA/Marin County Motorcycle Association, Marshall Road, West of Novato. Info: 707/763-9356.

CALIFORNIA MOTOCROSS - AMP Yoko/Yamaha of Modesto Spring Series, Round 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or 209/667-7109.

GEORGIA VINTAGE MOTOCROSS/ TRIALS/SHORT TRACK - AHRMA Southeast Regional Series, Holiday Downs, Palmetto. Info: 770/867-1676.

IDAHO MOTOCROSS - International Old Timers Motocross Association, Idaho Falls Noise Park. Info: 208/524-3962.

NEW YORK MOTOCROSS - Diamondback, Spring Sizzler Rain Date, Modena. Info: 914/795-5697.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

Sat, Apr 12

ARIZONA DUAL SPORT - AMA/Desert Motorcycle Promotions, Verde Valley Motoplex, Cottonwood. Info: 602/488-6357.

CALIFORNIA DESERT RACE - The Budweiser Taz Maniak Hare & Hound, Plaster City East. Info: 619/427-5759.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Club Moto, Night MX Race, Rnd 3, Livermore. Info: 415/587-8678.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Night Racing Club Moto, Livermore. Info: 510/229-2543.

CALIFORNIA SHORT TRACK - AHRMA/Regional Short Track, Barona Speedway, Ramona. Info: 619/277-2743.

* CALIFORNIA SPEEDWAY - Coors Light '97 Season Opener, Orange County Fairgrounds. Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Spring Classic Round 1, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA SHORT TRACK & TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Night Race, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.*

NEW JERSEY MOTORCYCLE DRAG RACING - Ken Landerman, Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* OKLAHOMA INDOOR SHORT TRACK - AMA/Pro-Am Vintage Dirt Track Racers Association, McClain County Expo, Purcell. Info: 918/836-6999.

Apr 13-14

IDAHO OLD TIMERS MOTOCROSS - Rocky Mountain, International Old Timers Motocross Association, Idaho Falls, Noise Park. Info: 208/524-3962.

NORTH CAROLINA MOTOCROSS - Newton Real Estate, 226 MX Series, Round 1, Nealy Racing, Morganton. Info: 704/652-3758.

Sun, Apr 13

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Kilpatrick Motocross, Kilpatrick. Info: 205/561-3495.

ALABAMA HARE SCRAMBLES - Perry Mountain Motorcycle Club, Reynold's Pasture, County Road, Maplesville. Info: 334/872-4286 or 872-0619.

* ARIZONA MOTOCROSS - COP Promotions, Grand Canyon State Classic, Canyon Offroad Park, Peoria. Info: 602/971-3730.

* ARIZONA MOTOCROSS - NAMA/Double D Promotions, 1st Round AMA Western 4-Stroke National Championship, Verder Valley Motorplex, Cottonwood. Info: 602/519-8025 or 602/849-1572.

CALIFORNIA SUPERCROSS - CRC/Tri Race Series, LA County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks, Ramona. Info: 619/752-8252.

CALIFORNIA HARE & HOUND - Southern California MC, Camp Rock Road, Lucerne Valley. Info: 818/787-1142 or 310/376-1329.

CALIFORNIA DUAL SPORT - KTM California Dual Sport Series/Galpin Ford/Team Dual Dogs 8th annual Dog Run, Dick Allen's Yamaha-Honda-KTM-ATK, Newhall. Info: 818/701-1913.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series, Hollister Hills Grand Prix Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - The Salsa Motocross Series, Round 3, Lemon Grove Motocross, Piru. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - Cal Coastal Promotions, King City Fairgrounds, King City. Info: 805/237-2288.

* CALIFORNIA MOTOCROSS - MW Promotions, High Point Series, Mammoth Bar OHV Area, Auburn. Info: 916/878-2730 or 916/367-4920.

* CALIFORNIA MOTOCROSS - SSC Motocross, Castaic Lake MX, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - Over the Hill Gang MX, Castaic. Info: 909/444-9411.

CALIFORNIA HARE SCRAMBLES - District 36/Marin County MC, Gambonini Ranch, Petaluma. Info: 707/763-9356.

COLORADO RELIABILITY TRIAL - Colorado Motorcycle Trail Riders Association, Pueblo Motorsports, Pueblo. Info: 719/564-4079.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 407/333-2356.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

* IOWA MOTOCROSS - AMA/District 22, Motocross Series, Des Moines. Info: 515/285-6910.

ILLINOIS BIKE AND PARTS SHOW - J&P Promotions, 10th annual Super Series Bike and Parts Show, Belle-Claire County Fairgrounds, Belleville. Info: 319/462-4668.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Arca Business, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

NEBRASKA MOTOCROSS - Loretta Lynn Qualifier, Palmyra. Info: 605/665-3512.

* NEVADA MOTOCROSS - CMC/Silverstate Raceway,Carson City. Info: 702/267-4392.

* NEW YORK MOTOCROSS - AMA/CNYMRA Points, Frozen Ocean MX Park Inc., RD2, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

NORTH CAROLINA MOTOCROSS - AMA/Tecnosel Carolina Ultra Series, Victory Sports Racing, Cathey's Creek MX, Forest City. Info: 423/323-5497.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - AMA/District 11, Dayton Motorcycle Club, Dayton Motorcycle Club Grounds, Dayton. Info: 937/263-9321.

OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Cookton Grange Road, Mansfield. Info: 419/774-0430.

OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Motorcycle Raceway, Oklahoma City. Info: 405/390-5227.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

* TEXAS MOTOCROSS - 25th annual GNC Texas Series, Burleson MX Park, Burleson. Info: 817/295-1760.

TEXAS SWAPMEET - 9th annual Expo, Show, Swapmeet, Arlington Texas Convention Center. Info: 972/216-5520.

VIRGINIA HARE SCRAMBLES - VCHSS/River Bottom, Danville. Info: 757/255-4620.

* WASHINGTON MOTOCROSS - AMA/Gold Star/Washougal MX. Info: 541/673-1671.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

* WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club Inc., Clubgrounds, Lake Mills. Info: 414/297-9367.

Fri, Apr 18

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* OREGON ARENA[illegible] n Trac Events, [illegible] Portland. Info: 702/267-[illegible]

CANCELED

Apr 19-20

CALIFORNIA MOTOCROSS - Motowest AMA Western Championship Qualifier, Laguna Seca, Monterey. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - AMP Yoko/Yamaha of Modesto Spring Series, Round 4, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or 209/667-7109.

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Round 4, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

Apr 19-20

CALIFORNIA TRIALS - American Trials Association, National & El Trial De Espana. Info: 714/459-3527.

* IDAHO MOTOCROSS - SIRA/Idaho Fairgrounds, Rupert. Info: 208/436-7071.

TEXAS NATIONAL DUAL SPORT - AMA/Trail Riders of Houston, Sam Houston National Forest, New Waverly. Info: 713/776-1097.

* UTAH MOTOCROSS - Cedar Raceway, Cedar City. Info: 702/631-6848.

Sat, April 19

* ARIZONA MOTOCROSS - Go Huge Racing Promotions, Night Racing, Ocotillo Raceway, Eloy. Info: 520/743-7727.

CALIFORNIA MOTOCROSS - GFI Racing, Winter Series Showdown Warm-Up, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA MOTOCROSS - Cal Coastal Promotions, Mid State Fairgrounds, Paso Robles. Info: 805/237-2288.

* CALIFORNIA SHORT TRACK & TT - Lodi MC Morse Road, Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

INDIANA SWAP MEET & BIKE SHOW - Marion County Fairgrounds, Indianapolis. Info: 317/539-6776.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, Loretta Lynn's Qualifier Only, Walden Playboys MX, Walkill. Info: 914/561-2126.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross Spring & Summer Series, Taylorsville. Info: 704/635-8635 or 758-4342.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

PENNSYLVANIA SHORT TRACK 1-1 Trail Way Speedway, AMA, Hanover. Info: 717/359-43100.

WASHINGTON ENDURO SCHOOL/BEGINNER - Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/491-1728.

Sun, Apr 20

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

ALABAMA ENDURO - SETRA/Hillbilly Classic Enduro, Clanton. Info: 205/755-7414.

* ARIZONA MOTOCROSS - COP Promotions, Grand Canyon State Classic, Canyon Offroad Park, Peoria. Info: 602/971-3730.

CALIFORNIA GRAND PRIX - CRC/Tri Race Series, Perris. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, CRC Grand Prix, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 4, Hollister Hills Grand Prix Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - The Salsa Motocross Series, The Final, Lemon Grove Motocross, Piru. Info: 805/521-0808.

CALIFORNIA ENDURO - Chaparrals MC, Teagle Wash, Red Mountain. Info 310/376-1329.

* CALIFORNIA MOTOCROSS - SSC Motocross, Hungry Valley. Info: 805/294-0020.714/528-3007.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/National MX Series, AMA, Sandhill Ranch, Brentwood. Info: 510/829-9386.

* IOWA HARE SCRAMBLES - AMA/District 22, Des Moines. Info: 515/285-6910.

* KANSAS MOTOCROSS - Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

KENTUCKY MOTOCROSS - Pendleton County MC Park, Gardnersville. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Spring Series Round 4, Fernley International Raceway, Fernley. Info: 702/867-2515.

* NEW JERSEY SEMI PRO MOTOCROSS - AMA/Jay Irwin/Ken Landerman Raceway Park, 11th annual Honda Big Bucks MX Shootout, Raceway Park MX, Englishtown. Info: 908/446-7800.

NEW JERSEY ENDURO - ECEA Round 4, Motorcycle Competition Inc., Stumpjumper, Warren Grove Firehouse, Warren Grove. Info: 609/758-8222.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

* NEW YORK MOTOCROSS - AMA/Broome Tioga Sports Center Inc., Route 79, Binghamton. Info: 717/222-9290.

NEW YORK MOTOCROSS - ACE Motocross/AMA District 34 Championship Point Series, Suzuki Contingency, Modena. Info: 914/463-2093.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - MRA/Sandusky Valley Riders MC, Tiffin. Info: 419/425-1515.

* OREGON ARENACROSS - On Trac Events, Portland Coliseum, Portland. Info: 702/267-4392.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA SHORT TRACK RAIN DATE - Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

SOUTH CAROLINA MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Camp Coker MX, Society Hill. Info: 423/323-5497.

* TEXAS MOTOCROSS - 25th annual GNC Texas Series, Mosier Valley DFW, Dallas/Fort Worth. Info: 214/351-9900.

TEXAS VINTAGE MOTOCROSS - Vintage Iron, Texas AHRMA Spring Series, Mosier Valley MX, Euless. Info: 281/497-3366.

WASHINGTON ENDURO - Shelton Valley Enduro/AMA National & Northwest Motorcycle Association Enduro Series/ Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/943-8694.

WEST VIRGINIA CROSS COUNTRY - GNCC, Racer Productions Inc., Wilderness Water Park, Clarksburg. Info: 304/284-0084.

Thurs, Apr 24

* ALABAMA MOTOCROSS - Alabama Spring Series, Ironman MX Park, Warrior. Info: 205/663-0963.

Fri, Apr 25

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Apr 26-27

CALIFORNIA OLD TIMERS MOTOCROSS - Sierra, International Old Timers MX Association, Dixon. Info: 916/332-1052 or 408/867-9798.

CALIFORNIA OFF-ROAD POKER RUN - Hi Desert Charities/Bureau of Land Management, Barstow. Info: 619/252-3093.

CALIFORNIA DIRT TRACK - MC Promotions, AMA/District 36, Pro Short Track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

CALIFORNIA ENDURO - ISDE Qualifier, Los Altos Dirt Riders, Cow Mountain, Lakeport. Info: 408/733-2767 or 415/282-6558.

NEVADA HARE AND HOUND - MRAN/USRA/SNDR, Panaca. Info: 702/459-6284.

OHIO MOTOCROSS - Russell Racing, Sunday Creek Raceway, Millfield. Info: 614/797-2413.

OREGON SIDECAR RACE - Oregon Motorcycle Road Racing Association, Portland International Raceway. Info: 503/241-9029.

Sat, Apr 26

* CALIFORNIA SPEEDWAY - Orange County Harley Blow-Out, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SUPERCROSS, Full-Blown Promotions, '97 FMF Southern California Supercross Series, AV Fairgrounds, Lancaster. Info: 805/942-1211 or 805/942-7880.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Racing, Carlsbad. Info: 619/484-1441.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

* INDIANA SHORT TRACK - Pro-Am AMA/Fast Track Racing, Bartholomew County Fairgrounds, Columbus. Info: 219/486-7172.

* IOWA GRAND PRIX - AHRMA 1 Hour Grand Prix, Des Moines. Info: 515/285-6910.

* NORTH CAROLINA SUPERCROSS - NAME/Night Time Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - Newton Real Estate, 226 MX Series, Round 3 Kawasaki Yamaha of Hickory, Morganton. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - Devils Ridge, AMA/District 29 Benefit Race, Sanford. Info: 919/776-1767.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

Sun, Apr 27

* ALABAMA MOTOCROSS - Alabama Spring Motocross Series, Ironman MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC/Dunestown Motocross, LA County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DESERT RACE - The Smitty's Cycle Center Mudhen V, Plaster City West. Info: 619/427-5759.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., CMC Spring Classic MX Series, Hollister Hills. Info: 415/587-8678.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, CMMC, Barona Oaks, Ramona. Info: 619/752-8252.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series North - South Showdown, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - 1997 AMP Yoko/Yamaha of Modesto Spring Series Round 5, Oatfield, Turlock. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - MW Promotions, High Point Series, Mammoth Bar OHV Area, Auburn. Info: 916/878-2730 or 916/367-4920.

* CALIFORNIA MOTOCROSS - Over the Hill Gang MX, Lemon Grove, Piru. Info: 909/444-9411.

* CALIFORNIA MOTOCROSS - AMA Western 4-Stroke, Round 2, American Motorcycle Association, Glen Helen ORV, White Brothers World 4-Stroke Championship, San Bernardino. Info: 909/880-3090 or 503/654-6340.

* CALIFORNIA MOTOCROSS - CMC/OTHG MX, Motowest, CMC Spring Classic, Round 2, Hollister Hills MX Track, Hollister. Info: 415/587-8678.

CALIFORNIA HARE & HOUND - Vikings MC, AMA District 37, Lucerne Valley Camp Rock Road, Lucerne. Info: 619/361-7414 or 310/376-1329.

* FLORIDA ROAD RACE - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 407/333-2356.

ILLINOIS GRASS DRAGS - Rock River Riders, Club Grounds, Polo. Info: 815/232-2731.

ILLINOIS TRIALS - NITRO Motosports Park, Byron. Info: 847/888-1345.

INDIANA ENDURO - Plymouth Black Hawks MC Inc., Timber Trail Campgrounds, Culver. Info: 219/259-0103 or 219/842-2224.

IOWA ENDURO - Iowa Enduro Racing Association, Fremont. Info: 515/933-4872.

* IOWA MOTOCROSS - AMA/District 22, Motocross Series, Des Moines. Info: 515/285-6910.

* KANSAS MOTOCROSS - Sunflower State Series, Dragoon Creek, Lyndon. Info: 913/842-8272.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

KENTUCKY HARE SCRAMBLES - AMA/District 10 Series, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

NEBRASKA SHORT TRACK - Kartwheels Speedway, Norfolk. Info: 402/887-5380.

NEW YORK TRIALS - AMA/District 4, Route 38, Locke. Info: 315/3647548.

* NEW YORK MOTOCROSS - AMA/District 34, Spring Series/Yamaha Contingency, Claverack Motocross, Hudson. Info: 518/828-6149.

* NORTH CAROLINA MOTOCROSS - Devils Ridge MX, AMA District 29, U.S. Eastern Pro-Am Series, Sanford. Info: 919/776-1767.

OHIO HARE SCRAMBLES - Russell Racing, Sunday Creek Raceway, Millfield. Info: 614/797-2413.

* OHIO 1/2-MILE DIRT TRACK - AMA/Semi Pro 600 Purse Championship Racing Enterprises Inc., Clark County Fairgrounds, Springfield. Info: 937/434-7750.

* OHIO MOTOCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO HARE SCRAMBLES - CRA/Wagner Racing, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Stillwater. Info: 405/390-5227.

PENNSYLVANIA MOTOCROSS - Spring Series, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA ROAD RACE - Reduc Sportbike Association, Pocono International Speedway, Long Pond. Info: 215/625-0844.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

TENNESSEE MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TEXAS ROAD RACE - Pediatric Brain Tumor Foundation, Ride for Kids, Houston. Info: 800/253-6530 or 704/665-6891.

VIRGINIA HARE SCRAMBLES - VCHSS/Central Virginia 100, Dillwyn. Info: 757/255-4620.

WASHINGTON HARE SCRAMBLES - Rock Hopper Hare Scrambles, Northwest Motorcycle Association Off-Road Series/Team Tortoise, Gold Bar. Info: 206/774-0505.

WASHINGTON POKER RUN - Wet Duck Poker Run, Northwest Motorcycle Association Poker Run Series/Tacoma MC, Tahuya Forest, Belfair. Info: 206/846-9854.

Fri, May 2

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

* LOUISIANA MOTOCROSS - AMA/Southern Sports Promotions, St. Tammany Parish Exibition Center, Covington. Info: 601/255-8110.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/241-1600

May 3-4

CALIFORNIA DUAL SPORT - California Trail Riders/Frazier Mountain 100 & Moonlight Madness Dual Sport Adventure, Hungry Valley SVRA/Los Padres National Forest, Gorman. Info: 714/992-9291.

NEW HAMPSHIRE ROAD RACE/SIDECARS - U.S. Classic Racing Association, New Hampshire International Speedway, Loudon. Info: 603/435-8188.

* NEW YORK MOTOCROSS - Loretta Lynn's Area Qualifier, AMA, Frozen Ocean MX Park Inc., RD2, Auburn. Info: 315/784-5466.

* OHIO 1/2-MILE DIRT TRACK - AMA/Pro Am/Amateur Fast Track Racing, Van Wert County Fairgrounds, Van Wert. Info: 219/486-7172.

Sat, May 3

* CALIFORNIA SPEEDWAY - 25-Lap Classic Championship Speedway and Pro-Am 600, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - Amateur/Pro, AMA/FIM Hangtown Motocross Classic, Dirt Diggers North MC Inc., Prairie City, SVRA, Sacramento. Info: 800/Hangtown.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA WESTERN REGIONAL TT - AHRMA/Argyll Park, Dixon. Info: 916/678-3592.

CALIFORNIA SUPERCROSS - Full Blown Promotions, 1997 FMF Southern California Supercross Series, AV Fairgrounds, Lancaster. Info: 805/942-1211 or 805/942-7880.

* CALIFORNIA SHORT TRACK AND TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

* GEORGIA MOTOCROSS - AMA/Trans-MX Series, Round 3 Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* LOUISIANA MOTOCROSS - AMA/Southern Sports Promotions, St. Tammany Parish Exibition Center, Covington. Info: 601/255-8110.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports Ltd., District 14, AMA, Log Road Motocross, Coldwater. Info: 419/636-5430.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross Spring & Summer Series, Taylorsville. Info: 704/635-8635 or 758-4342.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

PENNSYLVANIA SHORT TRACK - Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

May 4

CALIFORNIA MOTOCROSS - Amateur/Pro, AMA/FIM Hangtown Motocross Classic, Dirt Diggers North MC Inc., Prairie City SVRA, Sacramento. Info: 800/Hangtown.

CALIFORNIA MOTOCROSS - AHRMA/Western Regional MX Series, Argyll Park, Dixon. Info: 916/678-3592.

* CALIFORNIA MOTOCROSS - Over the Hill Gang Motocross, Castaic. Info: 909/444-9411.

* CALIFORNIA MOTOCROSS - AMA/Western 4-Stroke MX Series, Round 3, American Motorcyle Association, Dirt Diggers North MC, Prairie City SVRA Park, Sacramento. Info: 800/426-4869 or 503/654-6340.

CANADA MOTOCROSS - MRA/Leamington Raceway, Ontario. Info: 519/326-3447.

* COLORADO MOTOCROSS - AMA/RMXA, Semi Pro with Youth, NMA Qualifier, Aztec Family Raceway, Colorado Springs. Info: 719/473-6723 or 303/271-0190.

FLORIDA ENDURO - Battlefield Enduro, River City Dirt Riders, Osceola National Forest, Olustee. Info: 904/645-1815.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

ILLINOIS PARTS SHOW - J&P Promotions, 16th annual Motorcycle Parts Show, Will County Fairgrounds, Peotone. Info: 319/462-4668.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

* LOUISIANA MOTOCROSS - AMA/Southern Sports Promotions, St. Tammany Parish Exibition Center, Covington. Info: 601/255-8110.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports Ltd., District 14, AMA, Log Road Motocross, Coldwater. Info: 419/636-5430.

NEBRASKA ENDURO - Pine Ridge Cycle Association, Crawford. Info: 308/665-2059.

* NEW JERSEY SEMI-PRO MOTOCROSS - AMA/Jay Irwin/Ken Landerman Raceway Park, Raceway Park MX, Englishtown. Info: 908/446-7800.

NEW YORK TRIALS - AMA/District 4, Clark Hollow Road, Elmira. Info: 607/732-8396.

NEW YORK MOTOCROSS - AMA/District 34, Spring Series, Suzuki Contingency, Diamondback, Suzuki, Modena. Info: 914/795-5697 or 914/565-3651.

* NEW YORK MOTOCROSS - Hunt Motocross Park, 8th annual Dunlop Day, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

NEW YORK POKER RUN - Square Deal Riders MC, Conklin Cycle, Binghamton. Info: 607/775-0770 or 724-1411.

* NEW YORK MOTOCROSS - AMA/CNYMRA and Frozen Ocean MX Park Inc., RD2, Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA U.S. EASTERN PRO-AM MOTOCROSS SPRING SERIES - AMA/Birch Creek Motosports Inc., Rolling Hills Cycle Park, Reidsville. Info: 804/724-4392 or 836-0710.

* NORTH CAROLINA MOTOCROSS - Spring Series, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

Parts Person
Northern California largest Kawasaki & Yamaha shop needs top notch parts people. Must be a team player and have "customer comes first" attitude. Fax your application to Dave at Hayward Kawasaki Yamaha. Fax (510)537-4283 Phone (510)537-2257. CA. (207-TFN)

Service Technician Needed
Large Japanese motorcycle and Personal watercraft dealership needs service technician for immediate opening. We offer competitive pay and full benefits. Bring resume and apply in person. Kolbe Motorcycle Sales, 22123 Ventura Blvd. Woodland hills, Ca. 91364. CA. (207/TFN)

Salesperson Needed
We are looking for experienced sales people for No. California largest Kawasaki/Yamaha dealership. We have the product to support your goals. Liberal commission base. Fax application and resume to Kevin at Hayward Kawasaki Yamaha. Fax (510)537-4283 Phone (510)537-2257. CA. (207/TFN)

HELP WANTED all positions. Santa Monica Honda, Kawasaki. (310)450-4643. CA. (213-16)

Service Manager * Technician Parts & Accessories Salespersons
Do to expansion and being one of the biggest multiple franchised dealers in the country we are in need of an aggressive career minded Service Manager, two Technicians and experienced Parts and Accessories Salespersons. These are long term positions and we need the right people to grow with us. One of the best income and benefit packages available, for confidential interview please call John Burley at (703)237-3400 or fax resume to (703)534-0839. Coleman Powersports. VA. (209-16)

MOUNTAIN MOTORSPORTS IS NOW taking applications for salesmen, parts counter people, setup and service technicians. Come join one of the largest and most established multi-line stores in the inland empire. We offer growth, a health plan, vacation and top pay for top performers. Contact Shawn Packer (909)988-8988. CA. (201/TFN)

Service Technicians
From entry level to 10 veterans (improve your income and lifestyle). Needed for #1 Yamaha dealerships in the mid south, 3rd largest in the nation, 17 years in business, 2 locations. Move to the friendly south. Great hunting/fishing & benefits, pay based on attitude, eagerness, and experience. salary or hourly available, insurance program factory school pay *5 day work week paid vacations/holidays moving allowance, friendly southern staff, new shop equipment, confidential. Call and let's talk about it. The Great Outdoor Store, Dyersburg, TN. & Jackson, TN. Ask for Stuart. (901)824-1000, fax (901)824-1004 TN (312-15/TFN)

Service Tech.
Busy northwest independent dealer selling and service all brands. Need experienced tech. with all around expertise on motorcycles - watercraft - snowmobiles. Call Dave at Ride Motorsports (206)487-3881 or fax resume to (206)402-8022. (212-15)

★★★Outrider★★★
Of Santa Monica is looking for qualified parts people call between 10 and 6:30. (310)452-7790 CA. (212-15)

Service Techs.
Come live on the beautiful California Coast. Top pay for top techs now! Del Amo Motorsports. (310)372-8891, Fax (310)379-2730. CA. (213-16)

★★★Journeyman Technician★★★
Established, busy Honda / Yamaha dealer seeks technician with dealer background. $22 per hour flat rate. Call Greg at R & J Honda / Yamaha, Vallejo, Ca. (707)643-2548. CA. (213-15)

Performance Tech Needed
Experienced, motivated, self-starter needed for technically challenging independent dealer. Primarily Japanese, but some Harley and late Ducati. Good work habits and attention to detail a must. Dyno and flowbench experience preferred. Motorcycle Performance, ask for Bill. (608)238-1195. WI. (313-16)

MECHANICS, CONFIDENT, knowledgeable. No MMI or AMI necessary. Excellent pay and benefits. McCoys Harley BMW Green Bay. (800)236-1729. WI. (214-17)

SOUTHERN CALIFORNIA Honda, Kawasaki, Polaris dealer looking for experienced, commissioned mechanics, parts counter person, service manager and sales people. Call John (818)287-6167. CA. (214-18)

Service Tech.
Busy northwest independent dealer selling and service all brands. Need experienced tech. with all around expertise on motorcycles - watercraft -snowmobiles. Call Dave at Ride Motorsports (206)487-3881 or fax resume to (206)402-8027. WA.(014-15)

Service Manager
For setting up and managing new service department (2 writers, 5 techs; 4,000 sq. ft., 120 new and 100 used units sold). Must have prior management experience; service knowledge of H-D's; ability to manage people; to sell and retain excellent customer relations; to keep records and warranty; computer literate (Lightspeed) etc. Complete benefit package. Excellent pay. Send resume to HDCC, 4022 Sergeant Road, Waterloo, Iowa 50701. Attention: Elaine. IA. (314-15)

M/C Tech. Needed Immediately
For any brand in busy southwest Florida dealership. Full time. $40,000 plus benefits, relocation allowance and more. Experienced only. Fax application / resume (941)275-6448 Attention: Scott. FL. (214-17)

EXPERIENCED TECHNICIAN: Needed for large well established Honda Kawasaki Yamaha Sea-Doo dealer in Daytona Beach. Watercraft experience a must. Excellent pay & benefits, pay wage based on experience. Fax resume to (904)253-6796. FL. (214-15)

Immed. Opportunity For Serv. Mgr.
Busy southwest Florida Kawasaki / Sea-Doo / Triumph dealership. Great pay plan plus benefits. Sunny location. Fax application / resume (941)275-6448. Attention: Scott. FL. (214-17)

Honda Technician
Long time, established, small, busy Honda dealership needs full time experienced Honda technician. Immediate opening. Benefits. Glendale, California. Please call Brian (818)246-2461 or fax resume (818)246-4586. CA. (214-15)

Technician / Parts
Very busy multi-line Japanese service facility. Great weather and benefits. Pro's only. Please call Steve (602)964-4754 or fax (602)962-8607. Mesa, Arizona. AZ. (214-16)

Parts Manager
Busy Honda dealer in south Florida. Pay based on experience. Salary, commission, benefits. We need a take charge person with good organizational skills and retail experience. (954)971-8870. FL.(214/TFN)

Service Manager
Kawasaki Suzuki dealer needs experienced individual with strong organizational and people skills. Salary plus profit sharing. Call John at (714)258-3311. CA. (214-15)

White Brother R&D
We need it all! Off road, sportbike, Harley & watercraft. Creative product development, engine building, Dyno & flowbench experience is what gets you in. Comprehensive package for the person who has it all and wants it all. Send resume to Dept. H/R, 24845 Corbit Place, Yorba Linda, CA 92887 or Fax (714)692-3409. CA. (214-16)

Technician Wanted
Honda, Polaris, Sea-Doo dealer looking for technician. Call Tom at (847)884-6677. IL. (314-15)

Experienced Mechanic Wanted
Great opportunity for a motorcycle technician with Honda and Yamaha experience. Top pay, benefits and year round employment at high volume dealership. Come to sunny San Diego, America's finest city. Send resumes to South Bay Motorsports, 1W. 35th St., National City, CA 91950 or fax (619)420-0914. (619)420-2300. CA. (314-15)

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Experienced Kawasaki Suzuki salesman. Liberal commission plus base. Call John at (714)258-3311. CA. (214-15)

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Service Technicians
Rapidly expanding 35 year multi-line dealership in need of experienced technicians to join our team in a newly opened location. All levels needed to man this 5,000 square foot service department. Located 20 minutes from Pittsburgh you'll enjoy excellent living and working conditions. Competitive compensation and benefits package. If you enjoy a fast pace environment an want to grow with us send resume with references to Mike at World of Cycles 8070 Ohio River Boulevard, Pittsburgh, PA 15202 or call (412)766-9211 fax (412)766-1285. PA. (215-18)

Personable Parts Help Needed
Busy southern California Kawasaki dealer looking for knowledgeable parts people to fill positions in our parts department. Seeking persons with good customer communication and computer skills. We offer a health plan, dental plan and vacation benefits. Wages based on experience. Call Dennis at (909)781-5967 or fax resume to (909)781-8047. Kawasaki of Riverside 1575 University Avenue, Riverside, CA 92507. CA. (215-16)

Yamaha / Arctic Cat Dealer
Based in south eastern Wyoming looking for experienced technician. Excellent pay plan for motivated person. (307)755-5050. WY. (315-16)

Service Technician
Seeking a technician for the repair and maintenance of motorcycle and pwc experience and good attitude a must, full benefits, live in a beautiful desert resort less than one mile from the water. Please call Walt or Tony (520)855-5019 or fax resume (520)855-4209. Lake Havasu, Arizona. AZ. (215)

$$$Sales$$$
Top Southern California motorcycle/watercraft/ATV dealer forecasting 50% increase in business for the 1997 season! New management, great pay, fun environment plus an ideal location. Some experience helpful, will train the right individual. Call Art Myers at Whittier Honda/Kawasaki/Suzuki/ Sea-Doo Fun Center. (562)945-3494, Fax (562)693-9478. CA. (215-20)

Sales Manager Trainee
Extremely busy Southern California motorcycle/watercraft dealership seeks experienced motorsports salesperson. New management forecasting 50% growth for the 1997 season. Qualifications include knowledge of Lightspeed, Desking, F&I, closing and inventory control. Come join the fun and the sun at the Whittier Honda / Kawasaki/ Suzuki / Sea-Doo Fun Center! Call Art Myers at (562)945-3494, or fax (562)693-9478. CA. (215-20)

Parts People
Southern Florida's largest Yamaha dealership needs top notch parts people. Must be a team player and have a "customer comes first" attitude. Yamaha watercraft knowledge is a must. Spanish speaking and computer literate a big plus - multiple positions available. Fax your resumes to Pat at Riva Yamaha (954)785-2535. FL. (215-16)

FULL LINE KAWASAKI YAMAHA dealer seeks hard working mechanic willing to grow with dealership. Dealership is located in Alcoa which is in East Tennessee at the foot of the Smoky Mountains. Pay commensurate with experience and performance. Send resume and references to Charlie Jansing at 2211 Canterbury Circle Maryville, Tennessee 37803. TN. (215-16)

Motorcycle / Watercraft Sales
Malcolm Smith Motorsports has an immediate opening for a sales person. Strong year round sales potential in our eight line dealership. Candidate should be customer service orientated and have a strong sales background. Knowledge of BMW's a plus. Fax resume (909)687-3819 or mail to 7563 Indiana Avenue, Riverside, CA 92504. CA. (215)

Lead Motorcycle Technician:
$1,000 sign on bonus! Looking for top "A" line technician with strong Yamaha motorcycle and ATV experienced background. To have pwc experience desired and a self starter with desire to work hard as a team. Be cooperative and take direction. Base pay of $31,200 yearly, plus bonus and major medical. Send resume to: Carolina Motorsports Yamaha, Arctic Cat, Big Dog; 2410 W. New Bern Rd.; Kinston, N.C. 28504. NC. (215-17/EOI)

Salesperson
Yamaha, Suzuki, motorcycle, watercraft, jet boat dealer looking for experience salesperson. F&I experience a plus. Competive salary and commission. Apply at Simi Valley Cycle (805)522-3434 or fax resume to (805)522-0764. CA. (315-17)

Motorcycle / Watercraft Techs
Immediate openings in Honda, Kawasaki, Yamaha, Sea-Doo dealership for professionals. Competitive pay, benefits, vaction, five day work week, year around work in A/C facility. Phone (512)459-3311. Fax (512)459-5236 Attention: Mike Theisen. Woods Fun Center; Austin, Texas. TX. (315)

Service Manager / Mechanic
Needed experienced service manager / mechanic for new dealership in Wilmington, N.C. Excellent pay plus benefits. Call for details. (910)452-6353. NC. (315-16)

Experienced Parts Manager
Must be experienced in multi-line parts and accessories for American motorcycles. Excellent pay plus benefits. (910)452-6353. N.C. (315-16)

Come To Texas
Single line Yamaha pilot store in business 23 years needs motorcycle, ATV, watercraft technician. Uniforms, insurance, vacation provided. Move to southeast Texas and ride year round. Fax resume with references (713)941-0481. Immediate openings. Call Buddy (713)941-1991. TX. (315-16)

MECHANIC, FULL TIME, call Kelly's Yamaha - Suzuki - Kawasaki in Richmond, Indiana. (765)962-5539. IN. (115)

Veteran Technicians
Needed for fast growing Yamaha /Kawasaki dealer. Troubleshooters with complete knowledge of motorcycles, ATV's and watercraft. If your looking for long term employment, good pay and benefits fax resume to (407)275-3189 or call (407)273-3579 Jim. FL. (215-16)

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Parts / Accessory Sales
Malcolm Smith Motorsports has three immediate openings for experienced, self-motivated, customer service oriented individuals in our successful eight line motorcycle personal watercraft dealership in southern California. Parts department applicants should possess previous experience in the motorcycle or personal watercraft industry. Good mechanicla knowledge and OE hard parts eexpertise a plus. Accessory sales postion requires exceptional customer service and retail desplay creativity skills. Riding enthusiasts preferred for all positions. We offer a competitive wage and benefit package in a progressive, enthusiast driven environment. Contact John Stanley at (909)687-1300 or fax resume to (909)687-3819. CA. (215-16)

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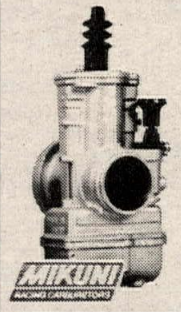

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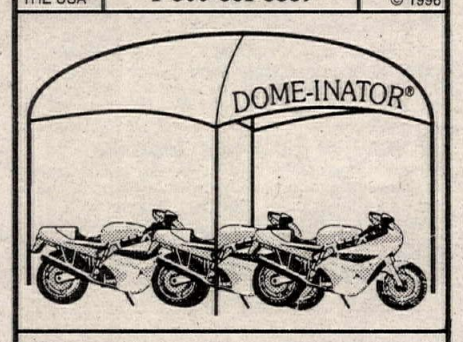

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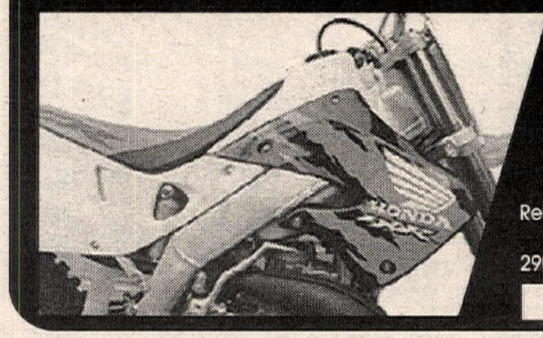
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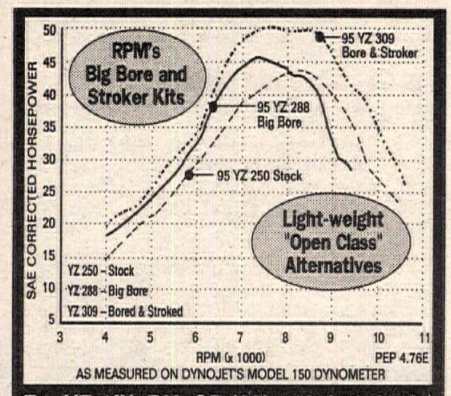

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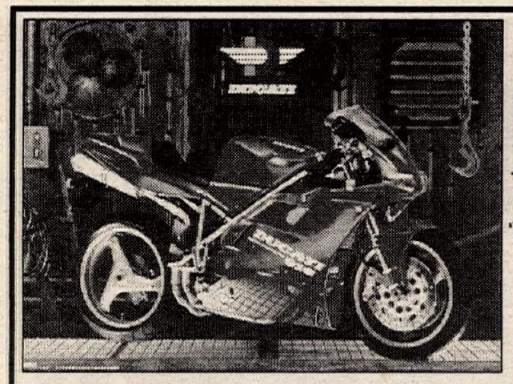

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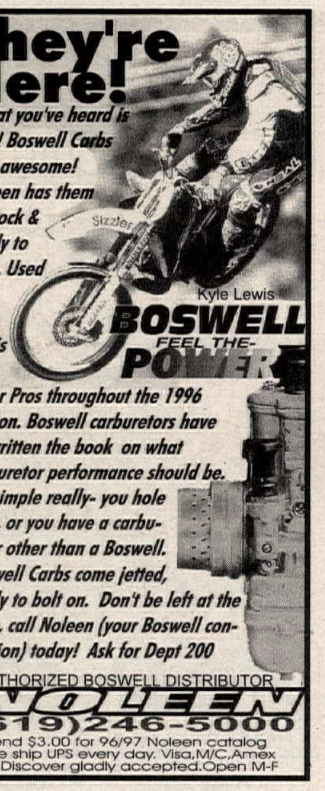

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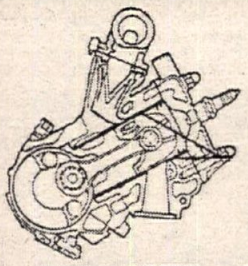

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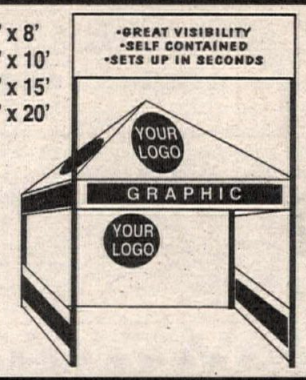

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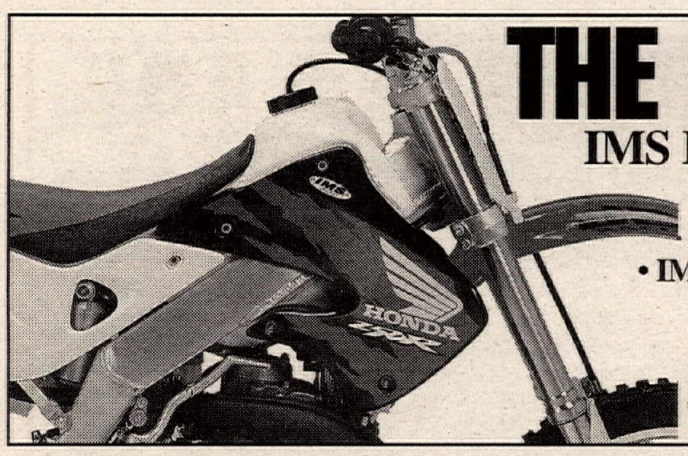

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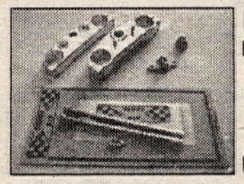

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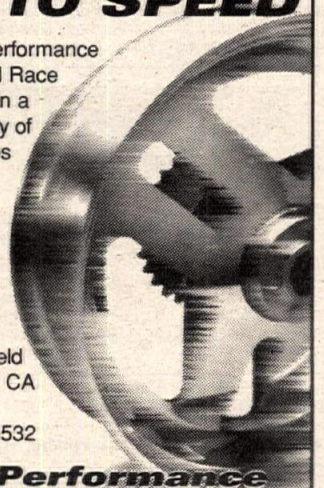

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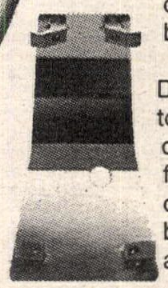

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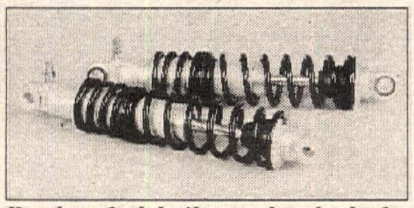

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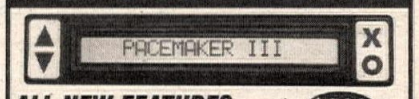

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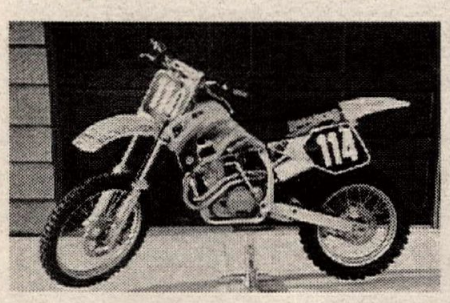

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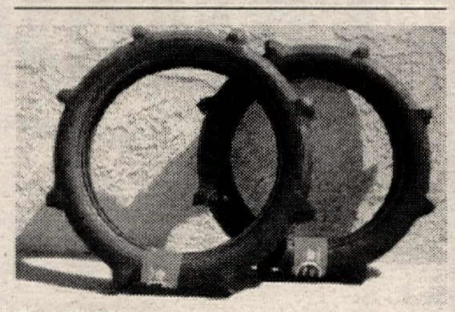

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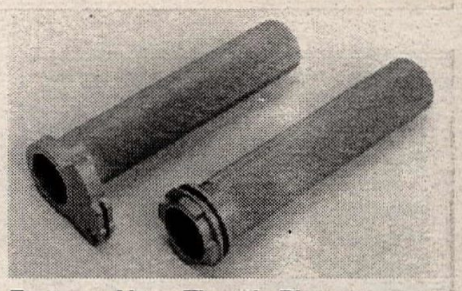

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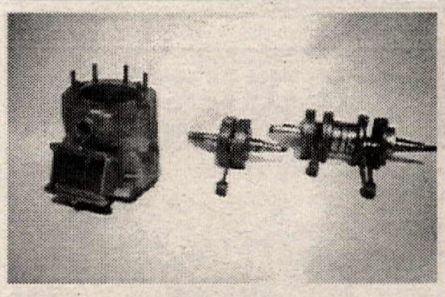

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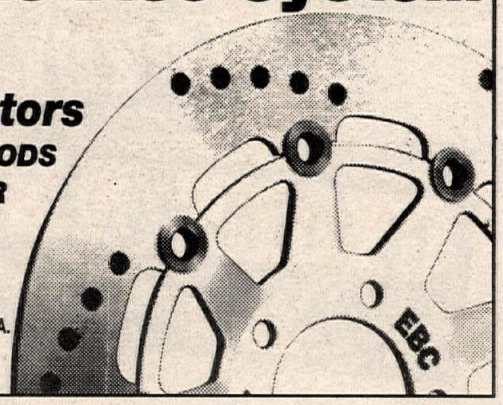

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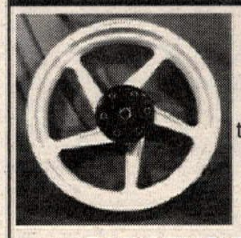

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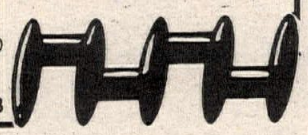

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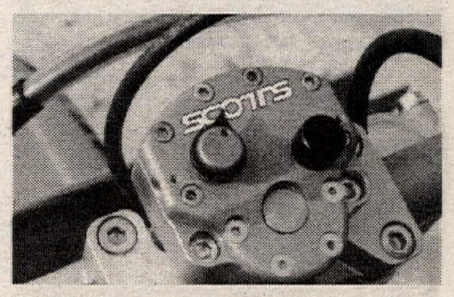

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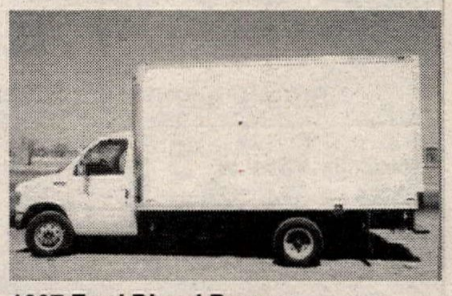

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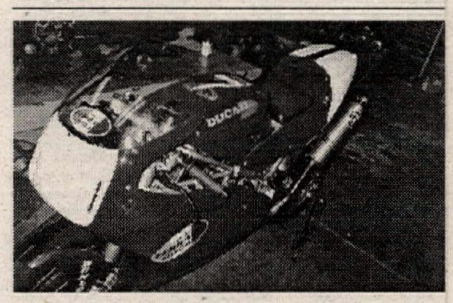

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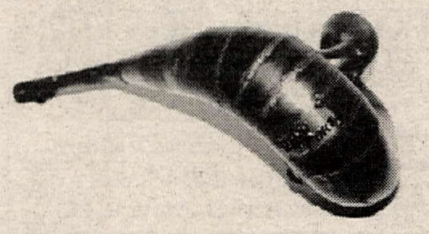

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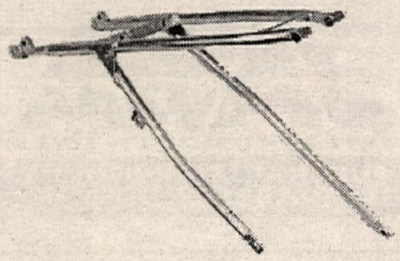

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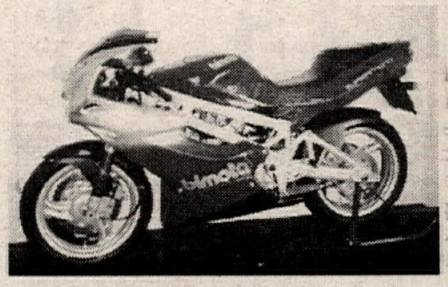

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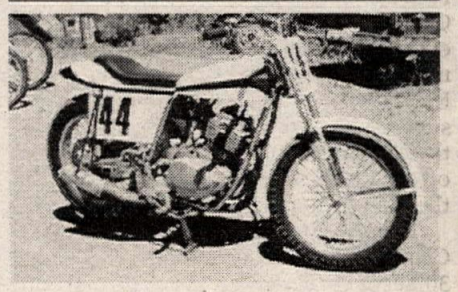

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A VIEW FROM THE FENCE

BY ERIC JOHNSON

As the "Evolution of Motocross" videotape rolled through my trusty VCR, I watched on in awe. Dressed in vivid yellow Suzuki "rising sun" jerseys, complete with Belgian-flag bibs draped over their shoulders, Joel Robert and Sylvain Geboers stood atop the platform and waved to the adoring crowd. Next to them was a young, unknown Belgian CZ rider.

The year was 1970, and Robert and Geboers were about to do battle on a breathtaking race track etched out of a brilliant green mountainside in Italy. A few minutes later, the steward gave the command and the 40 riders kicked over their motorcycles and took their assigned places behind the starting gate.

Seconds later, the gate hit the dirt, and the field fired out of the hole - the FIM 250cc Grand Prix of Italy was on. The start straight went directly up the side of the mountain, and as the riders launched from plateau to plateau, the 50,000 spectators in attendance - a true sea of humanity - cheered them on.

Among the throng was a large contingent of Japanese engineers and technicians. In from Hamamatsu, Japan, the group, led by race team manager Mr. Ishikawa, represented the Suzuki Motor Corporation. They watched and studied every single move Robert and Geboers made upon the bright yellow and white RH-70 works Suzukis. All remained silent as the two Belgians - far and away the class of the field - methodically rode off to a commanding one-two finish in the moto.

Robert - already a three-time World Champion - crossed the finish line over 30 seconds ahead of his teammate. It would be a precursor of things to come. As the Belgians rolled off the track, the two bikes were wheeled back to the pits, and the team went to work, studying and attending to the stunning RH-70s. The bikes, the rage of the FIM World Championship circuit, were the culmination of five long years of brilliant engineering and design. The visionary of the project was Mr. Okano, Sukuki's head manager of research and development.

Throughout the 1950s and '60s, Suzuki's only foray into two-wheeled competition had been in the high-speed world of road racing (Suzuki won the 1962, '63,'64, '67 and '68 50cc World Road Racing Manufacturers' Championship). However, urged on by a number of enthusiasts within the company, Suzuki began development of a full-on, purpose-built motocross bike in 1965.

Referred to as the RH66 and RH67, Suzuki's first swipe at developing its own bike was a total trial-and-error affair and the first two models were rather crude and makeshift.

Then in 1967, Suzuki sent its best rider, Kasuo Kubo, team manager Mr. Ishikawa, and two RH67s on a fact-finding mission to Europe.

Their mission was to investigate the 250cc World Championship circuit. While the two Suzuki comrades were new to the game, Ishikawa was a savvy observer, no doubt having learned many valuable lessons from his previous experience as a European-based road race manager.

Shortly thereafter, Ishikawa reported back to Japan that Suzuki would need a development rider that knew the ins and outs of the rough-and-tumble European Grand Prix circuit. The job description dictated that this rider be a consistent front-runner, who could always deliver the bike to the finish line. Moreover, the rider would have to be very analytical and be able to articulate the motorcycle's positives - and negatives - to the engineers.

In 1967, Sweden's Olle Pettersson, a 30-year-old veteran GP campaigner, was invited to Hamamatsu, Japan, to shake down the new RH-68. While no formal deal had been struck, Pettersson spent 10 days aboard the bike, giving it the once over, twice. While the Swede was said to be somewhat impressed, he told Suzuki that the bike needed a number of significant changes. The bike was far too short, this problem being traced back to the fact that it was designed for a shorter, Japanese rider. In addition, the wheelbase was claimed to be too short and unacceptable for the rugged GP tracks. Moreover, the engine was mounted too far forward in the frame, upsetting the weight balance of the machine. Finally, Pettersson suggested that the footpegs be moved back, the swingarm lengthened, and the frame and steering-head angle be reconfigured. Pettersson then packed his bags and flew back home.

To his absolute amazement, a month later, the new and improved RH-68 showed up in Sweden - complete with all of Pettersson's requested tweaks. Next stop: The 1968 Grand Prix wars!

Things went well from the beginning. Pettersson won the very first moto he entered and continued through the first half of the season with strong, consistent placings. While all of this was taking place, the boys back in the shop in Japan continued developing the next evolution of the RH for the 1969 racing season. In their complete assault on the World Championship title, Suzuki had the foresight to keep improving upon their baseline RH-68.

As the season wore on, Pettersson was slated to test the trick new RH-69 in July. However, the hand of fate would slap Pettersson and the Suzuki program upside the head. At a Swedish National event, Pettersson got off hard, severely breaking his leg. He would be out eight months.

Suzuki, faithful to Pettersson and all he had done for their fledging RH race program, hopped off the circuit, headed back to Japan, and continued to fine-tune the RH while Pettersson healed in Sweden. While tinkering with the bike, the engineers concentrated on the engine, which Pettersson claimed to be too "lightswitch" in nature. What he meant was that the original RH motor, rated at 30 hp at 6500 rpm, was far too narrow in its power delivery.

In order to remedy the situation, the RH-69 was dialed-in at 30 hpat 7000 rpm. Through altering the cylinder ports and exhaust pipe shape, the powerband of the RH-69 was stretched considerably, making it far more "user friendly." Concurrently, the engineers put the RH on a serious weight-loss program. Over 24 pounds were meticulously trimmed off of the original RH model. The revised RH-69 was now down to a mind-boggling 187 pounds in weight - by far the lightest bike on the GP circuit.

In 1969, Pettersson returned to the circuit and rode the RH-69 to a very encouraging third-place overall in the series standings. All of the hard work, blood, sweat and tears paid off in droves. The time had now come for Suzuki to cross swords with the mighty European-based CZ factory - then the ruling marque in the 250cc division - in an effort to wrest the FIM 250cc Gold Medal from its hands.

In January of 1970, defending World Champion Joel Robert and his partner in crime, Sylvain Geboers, secertly tested the new RH-70 in Japan. Reportedly, they were rendered speechless by the motorcycle's light weight, razor-sharp handling and tractable, barking motor. The two were so impressed by the RH-70, that they declared the Japanese-fabricated bike would trounce the CZ Robert had ridden to the World Championship the season before.

As finishing touches, Robert and Geboers requested that the footpegs be relocated, the swingarm lengthened by 3/4-inch, the shift lever moved to the left side of the bike, and a thinly padded seat mounted to the frame. Immediately thereafter, the two signed on the dotted line to ride for Suzuki in an effort to deliver Japan its first-ever World Motocross Championship.

When the two Belgians arrived for the first race, the dazzling RH-70 weighed in at 187 pounds, was graced with 6.5 inches of front-suspension travel, ultra-trick rear shocks, molded plastic fenders (replacing aluminum), an aluminum gas tank, five-speed transmission and a 32-hp engine that topped-off at 7300 rpm.

Now, back to the aforementioned video tape. As the sun passed its apex and began to set over the Italian mountain range, the gate dropped on the second moto. Geboers got the jump on the pack and sailed alone out front, as the spectators - many of the men dressed in suits, and women in dresses (imagine seeing that at the Hangtown National!) - urged on Joel Robert, who was raging through the field after suffering a poor start. As the three-lap sign was displayed, Robert pulled up on Geboers' rear fender.

Geboers would win the moto, while Robert - aware that he had a 30-second time advantage over his teammate from the first moto (overall results factored in combined elapsed moto time during that era), rolled off the throttle rolling beneath the checkered flag just a few seconds adrift of his teammate, thus claiming the overall win. Team Suzuki had made it look so very easy.

When all was said and done, Joel Robert and Sylvain Geboers would ultimately demolish anything that got in their way during the '70 campaign, easily claiming the FIM 250cc Gold and Silver medals, respectively. Pettersson, meanwhile, would finish in a very respectable sixth place, thrilled to see the project he was so instrumental in molding come to fruition.

In a staggering display of total domination, Suzuki had claimed its very first World Motocross Championship just five years after the original scheme had been hatched. In doing so, the Hamamtsu-based motor corporation would forever change the complexion of international motocross.

And what became of the young Belgian CZ rider who stood atop the stage with his two compatriots that afternoon? That rider would soon become a part of Suzuki's "Orient Express" and go on to become the most prolific rider in the history of the sport. His name? Roger DeCoster. CN

LOOKING BACK...

30 YEARS AGO...
APRIL 27, 1967

Little **Dennis Roberson** was on the cover of *CN* after starting with the rest of the 50cc machines and taking the class win ahead of all of the 90cc machines, who started a row ahead of him at the Modesto Scrambles in California...**C.H. Wheat** won the Open Expert class on a Triumph at the 13 Rebels Scrambles in Prado Park, California. **Mike Van Acker** and **Ben Fakkeldy** finished second and third, respectively, also on Triumphs...Husky-mounted **J.N. Roberts** took first overall at the Simi Valley MC Hare Scrambles in Adelanto, California. Greeves-mounted **Bill Friant** finished second overall, first 250cc Expert, and **Howard Beach** took third overall and first Open Amateur...**Malcolm Smith** took his Husky to the 250cc Expert win at the Riverside Bombers Scrambles in Perris, California, followed by **Steve Stricklin** on a Bultaco and Husky-mounted **John Rice**...**Sammy Tanner** won the Expert Final at the Ascot, California, Half-Mile races over **Dan Haaby** and **Ralph White**.

20 YEARS AGO...
APRIL 20, 1977

Jim Pomeroy was on the cover of *CN* and was featured in an in-depth interview about his life racing in Europe and the U.S....Team Honda's **Marty Smith** won the 250cc class at the AMA Hangtown Classic National Motocross opener in Plymouth, California. Honda-mounted Pomeroy finished second and Suzuki's **Tony DiStefano** grabbed third. Suzuki's **Danny LaPorte** won the 125cc class with a perfect 1-1 over **Pat Richter** and **Gary Ogden**, also riding Suzukis...*CN* took a look at 10 desert racing families in Southern California, who's equipment (bikes, vans, trailers, etc.) used for racing totaled more than $108,875 collectively, illustrating the jobs created and maintained by this faction of racing and the devastating effects a proposed ORV ban would have on related industries... Husqvarna's **Malcolm Smith** took first overall and first in the Open class at the grueling Tecate 500 Enduro in Mexico. **Larry Langley** got second in the Open class on a Honda and **Joe Jones** took third in the Open class on a Honda...*CN* conducted an interview with American trials legend **Bernie Schreiber**.

10 YEARS AGO...
APRIL 22, 1987

Freddie Spencer Racing's **Doug Chandler** won his second National Half-Mile at Ascot Raceway in California, backing up his win there the previous year. **Ronnie Jones** and the late **Ted Boody** finished second and third, respectively, giving Honda a clean sweep of the podium...Team Kawasaki's **Jeff Ward** and **Ron Lechien** split 250cc wins at an AMA Supercross doubleheader in Pontiac, Michigan. Yamaha's **Keith Bowen** and **Jeff Leisk** finished second and third, respectively to Ward on Saturday, and Suzuki's **George Holland** and **Johnny O'Mara** finished second and third, respectively, to Lechien on Sunday. Suzuki teammates **Ron Tichenor** and **Keith Turpin** split 125cc wins...Team Husqvarna's **Dan Smith** rode solo and won the SCORE Great Mojave 250 in Lucerne Valley, California, over Team Honda's **Dan Ashcraft** and **Randy Morales**. Husky's **Ed Lojak** won the AMA National Hare Scrambles in Nashville, Tennessee, and Honda-mounted **Kevin Brown** won the AMA National Hare Scrambles the following week in Cadiz, Kentucky. CN

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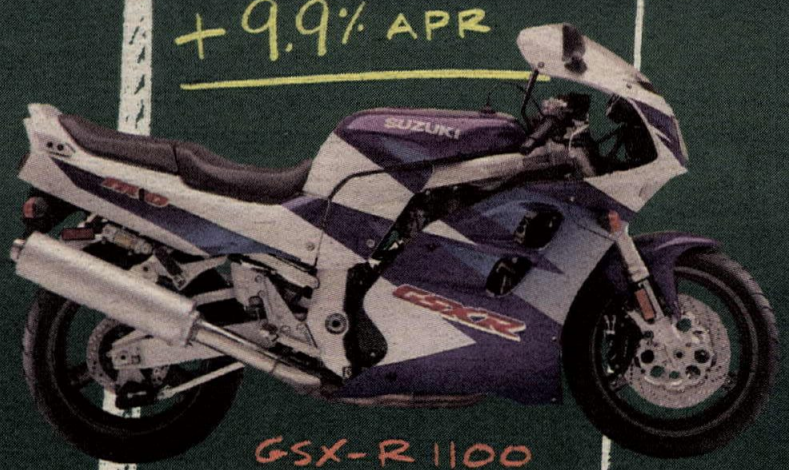

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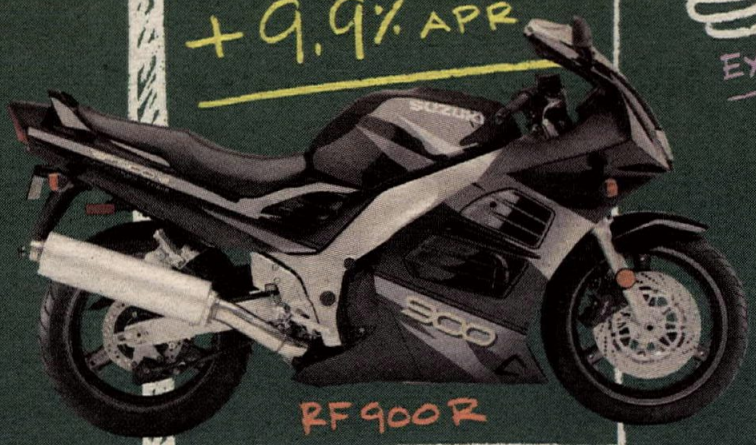

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